REGISTERED No. 79—1872.

The Bombay Gazette.

No. 7,627.—NEW SERIES. BOMBAY:—SATURDAY, JULY 19, 1873.

SUBSCRIPTION IN ADVANCE. { FOR A YEAR ..... Rs. 42 / FOR SIX MONTHS .. Rs. 24 } Including Postage

THE BOMBAY GAZETTE.

THE Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

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For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* is now delivered each morning at any address in town, or posted free to any address Up-country.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do	,, 2 8
Third do	,, 2 8
Fourth and succeeding insertions	,, 0 14 As.

a line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do	4½ ,, ,,
Third and succeeding	2½ ,, ,,

on the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

DOMESTIC OCCURRENCES: EACH—RUPEE 1.

ALL CHEQUES, MONEY ORDERS, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship ABYSSINIA, 1,129 Tons, 200 H.P., Commander A. GRAY, will be despatched on THURSDAY, the 24th July 1873, at 4 P.M.

July 1873.		August 1873.	
Leave BOMBAY	24	Leave Negapatam	6
,, Carwar	26	,, Madras	8
,, Cochin for Narrakal	30	,, Coconada	10
,, Allegy	30	,, Visagapatam	11
August 1873.		,, Bimlipatam	11
,, Tuticorin	1	,, Gopanlpore	12
,, Colombo	2	,, False Point	14
,, Galle	3	Arrive CALCUTTA	15

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

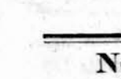
During the South-west Monsoon, viz., from 17th May 1873, to the end of August, it is uncertain whether communication can be maintained with the ports of Mangalore, Cannanore, Tellicherry, Calicut, Beypore, and Cochin, the Steamers will however call at these ports, weather permitting. Passengers for the Neilgherries can be landed at Narakal, six miles north of Cochin whence they may proceed by back water to stations on the Madras Railway.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Busreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, despatch a Steamer every fourteen days for the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BHAREIN, KOWEIT, and MAHOMERAH.

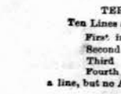
The s.s. BURMAH, 1,081 Tons, 200 H.P., Commander T. SANDERS, will be despatched on WEDNESDAY, the 30th July, 1873, at 2 P.M.

July 1873.		August. 1873.	
Leave BOMBAY	30	Leave BUSREH	10
,, Kurrachee	Aug 3	,, Fao	18
,, Guadur	4	,, Bushire	20
,, Muscat	6	,, Bahrein	22
,, Bunder Abbas	8	,, Linga	24
,, Linga	10	,, Bunder Abbas	26
,, Bushire	12	,, Muscat	28
,, Koweit	14	,, Guadur	30
,, Fao	,,	Sept.	
,, Mahamerah	14	,, Kurrachee	5
Arrive BUSREH	16	Arrive BOMBAY	5

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will during the S. W. Monsoon despatch a Steamer to Kurrachee every WEDNESDAY, and an Extra Steamer every SATURDAY, at 2 o'clock.

The days of departure during the fair Season commencing from 22nd September will be FRIDAY and MONDAY.

The Steam-ship EUPHRATES, 803 Tons, 120 H.P., Commander J. MELVILLE, will be despatched on SATURDAY, the 19th July 1873, at 2 P.M.

The Steam-ship KURRACHEE, 510 Tons, 120 H.P., Commander G. BEVIS, will be despatched on WEDNESDAY, the 23rd July 1873, at 2 P.M.

The Steam-ship PENANG, 1,862 Tons, 120 H.P., Commander F. COTTON, will be despatched on SATURDAY, the 26th July 1873, at 2 P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

"WILSON" LINE.

LIVERPOOL *VIA* SUEZ CANAL.

TO LEAVE ABOUT 25TH JULY.

THE fine Steamer VIRAGO, 1,800 tons, 250 H.P., (nominal), has excellent accommodation for First Class Passengers only, and will carry a Surgeon and Stewardess.

RATES OF PASSAGE MONEY, exclusive of Wines and Spirits, which can be had, on Board :—

To LIVERPOOL ..... Rs. 500

For passage apply to

GRINDLAY, GROOM, & Co.

W. NICOL & Co., Agents.

Bombay, July 5, 1873.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA on the 24th, and BOMBAY on the 1st of each month.

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£15	£4	
Suez	36	22	8	
Port Said	38	24	9	Including Wines.
Alexandria	39	25	9-10	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles (transhipment at Genoa)	52	35	14-10	Without Food.

Children under 3 years, free of charge.
Children not above 10 years, half fare.

Next Steamer from Bombay :—

ARABIA, on FRIDAY, 1st AUGUST 1873.
INDIA, on MONDAY, 1ST SEPTEMBER 1873.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Head-books of Information, Rates of Freight, &c., apply to VOLKART BROTHERS, Agents Rubattino Steam Navigation Company.

Bombay, 6th November 1871.

FAVRE, LEUBA, & Co.

ARRIVED

BY THE LAST MAIL

A SMALL CONSIGNMENT OF

CARRIAGE CLOCKS,

WITH ALARM, DAYS, AND DATES,

STRIKING AND REPEATING THE HOURS AND HALF HOURS,

FOR RUPEES 195.

A NEW HAT FOR HOT CLIMATES.

ELLWOOD'S.—Also their

AIR CHAMBER HELMETS,—

J. ELLWOOD & SONS beg to direct public attention to their NEW HAT, which possesses the advantage of the AIR-CHAMBER-PRINCIPLE, combined with greater capabilities of adapting itself to the form of the head than any Hat hitherto in use, being at the same time neat in appearance and very light in weight.

J. ELLWOOD & SONS are also Sole Manufacturers of the INDIAN REGULATION CORK HELMETS free from deleterious India Rubber Manufactory.—(Wholesale only), 24, GREAT CHARLOTTE STREET, BLACKFRIARS, S.E. Sample Rooms—68, GRACECHURCH STREET, E.C., LONDON.

SHIPPING.

OVERLAND ROUTE.

On Friday, the 25th July, 1873, at 3 P.M., from Mazagon.

THE P. & O Co.'s S. S. ELLORA, (1,727 Tons, and 300 H.P.), Captain C. FRASER, will LEAVE for SUEZ, as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Marseilles, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Ancona, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, at 3 P.M., precisely, on the day of sailing.

GEO. F. HENRY,
Superintendent P. & O. Company.

Bombay, 18th July 1873.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 28th July, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. MALWA, (2,975 tons and 450 H.P.), Captain GEORGE HYDE, R.N.R., will be despatched as above, carrying H.M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Friday, the 25th July.

GEORGE F. HENRY, Superintendent.

Bombay, 14th July 1873.

SALES BY AUCTION.

BENNETT AND COMPANY,
No. 4, FORBES STREET.

WEEKLY AUCTION SALE.

THIS DAY, SATURDAY, the 19th instant, Messrs. BENNETT and Co. will sell by Public Auction at their Rooms, a large quantity of Grey and Colored Piece Goods, &c.

Few articles of Furniture such as Tables, Chairs, Couches, Side board, Dressing and Washing Tables, Wardrobe, Presses, &c.

An Invoice of English iron four-post Bedsteads, English Mahogany Dressing Glasses, with and without marble tops.

AT 1 P.M.

One English-built Brougham.

A powerful Black Persian Horse with Palanquin Shigram nearly new lined all through with Morocco leather, the Horse goes well in single and double Harness.

A powerful Bay Australian Mare.

One Grey Arab Horse.

One Cow and Calf.

One Goat and Kid.

BENNETT & Co

Bombay, 19th July 1873.

MEHRJEE, JOHNSTON, & CO., No. 28, APOLLO STREET.

AUCTION SALE of a Large Stock of Wine, Spirit, Liqueurs &c., at Custom Bonded Warehouse, Fort.

On TUESDAY, the 22nd day of July 1873, at 1 P.M., Messrs. MEHRJEE, JOHNSTON and Co. will sell by Public Auction, by order of the Official Assignee, In re Payne & Co. Insolvents, at Custom Bonded Warehouse, a large stock of wine and spirit, consisting of claret, burgundy, moselle, still hock, champagne, sherry, sauterne, curacoa and liqueurs. Brandy, gin and whisky.

Also, on the same day time and place, In Re Thomson and Co., Insolvents.

Cases of Brandy

By this opportunity we strongly recommend the Messes, Families, and Gentlemen to purchase the above which will be sold in small convenient lots to suit all purchasers.

AUCTION SALE OF TIMBER AND IRON WORKS.

On WEDNESDAY, the 23rd day of July 1873, at 1 P.M., Messrs. MEHRJEE, JOHNSTON and Co. will sell by Public Auction, commencing from Marine Lines Station, by order of the Executive Engineer, at the Presidency, the following Government Stores viz., Timber of the Back Bay Staging and Iron Work.

MEHRJEE, JOHNSTON & Co.

Bombay, 19th July 1873.

CRAWFORD AND COMPANY, 2, MARINE STREET, BOMBAY.

SALE OF LANDED PROPERTIES ON THE NOWROJEE HILL.

THIS DAY, SATURDAY, the 19th instant, at 4 P.M., Mes rs. CRAWFORD and Co. will sell by Public Auction, on the premises, by order of the Mortgagee Soonderwanjee Doorabjee, and on account and at the risk of the Mortgagor Succaram Khirjee Hunday.

Lot No. 1.—All that piece of Fazundary ground together with the dwelling-house standing thereon, containing by admeasurement 33 feet in length and 34½ feet in breadth, or thereabouts, and situate on the north side of Nowrojee Hill 1st Row, without the Fort of Bombay, assessed under No. 30 and bounded on the east by the passage and house of Gemjee Bhundaree, on the west by the passage and house of Succaram Khirjee Durabjee, and on the north by the house of Gungaram Govind Pakurkhur, and on the south by the Nowrojee Hill 1st Row.

Lot No. 2.—All that piece of Fazundary ground together with the dwelling-house standing thereon, containing by admeasurement 33 feet in length and 30 feet in breadth, or thereabouts, and situate on the north side of Nowrojee Hill 1st Row, without the Fort of Bombay, assessed under No. 29, and bounded on the east by the passage and house of Succaram Khirjee, on the west by the Nowrojee Hill Lane, on the north by the house of Gungaram Govind Pakurkhur, and on the south by the Nowrojee Hill 1st Row.

USUAL AUCTION SALE.

On MONDAY next, the 21st instant, at 2 P.M., Messrs. CRAWFORD and Co. will sell by Public Auction at their rooms,

8 Sales Grey Shirting.
10 cases D.lotics.
8 cases Prints.
3 cases Electroplated ware consisting of tea and coffee services, 10, 12, and 14 inch round waiters, butter cooler, sugar baskets, 4 and 5 bottle cruet stand, children's knives and forks in cases, juvenile garden engines, &c.

A quantity of furniture of a gentleman consisting of hanging and pendant lamps, reading lamp, dressing glass, round dressing card and camp table, China teapoys, cane cot with bed, whatnot reclining couch, American and blackwood chairs, iron fourpost bedstead, side board, screen, books, &c.

CRAWFORD & Co

Bombay, 8th July 1873.

PETRIFYING SILICATE PAINTS, FOR HOUSE, SHIP, AND GENERAL USE. Manufactured by the

SILICATE PAINT COMPANY, LIVERPOOL.

In all Colours, have no chemical action on Iron or other Metals, will stand any degree of heat without blistering, 1 cwt. is equal in bulk and will do the work of 2 cwt. lead Paints. See Article in "Engineering," 26th January 1872.

DAMP WALLS, CHURCHES, &c.,

Cured by the Petrifying liquid, at a cost of 2d. to 3d. per square yard. See Article in "Builder," 9th March, 1872. For Particulars and Testimonials, apply to the

SILICATE PAINT COMPANY, Liverpool.

THE FOLLOWING IS AN EXTRACT FROM A LETTER

dated 15th May, 1872, from an old inhabitant of Horningsham, near Warminster, Wilts :—

"I must also beg to say that your Pills are an excellent Medicine for me, and I certainly do enjoy good health, sound sleep, and a good appetite ; this is owing to taking your Pills. I am 78 years old.

Remaining, Gentlemen, yours very respectfully,

To the Proprietors of L.S.
NORTON'S CAMOMILE PILLS, London."

JOHN MOIR AND SON, ABERDEEN, AND 14, COMMERCIAL STREET, LONDON,

Would direct attention to their present stock of

SOUPS, BACON.
FISH, SAUSAGES,
JAMS, OX TONGUES,
JELLIES, PICKLES,
MARMALADE, SAUCES, &c.

The BACON and SAUSAGES are now not only prepared by J. M. and Son, but the Pigs, being Bred and Fed by them, are of undoubted quality.

J. & E. ATKINSON.

WHOLESALE AND EXPORT PERFUMERY, AND FANCY SOAP MANUFACTURERS, 24, OLD BOND STREET, LONDON.
ESTABLISHED 1799.

Prize Medals, London, 1862 ; Paris, 1867 ; Silver Medal, Lima, 1872.
CORDOVA EXHIBITION, 1872.

Messrs. J. & E. Atkinson's Goods obtained the only Medal (Silver) for Perfumery."

ATKINSON'S CELEBRATED WHITE ROSE AND OTHER PERFUMES.

ATKINSON'S CELEBRATED EAU DE COLOGNE.
ATKINSON'S CELEBRATED BROWN WINDSOR SOAP, &c.
N.B.—All Perfumes, Lavender Waters, Eau de Cologne, &c., manufactured "in bond," and shipped duty free at great reduction.

PRICE LIST ON APPLICATION.

CAUTION.—Many spurious imitations are now sold of Messrs. J. & E. ATKINSON'S Goods ; orders should therefore be sent direct or through commission houses of repute. Their goods are kept by all respectable dealers throughout the World.

Wholesale Agents in Bombay. ..... D. S. KEMP & Co.

WHITMORE'S COMPOUND LINIMENT, OF ARNICA.—A Specific for the cure of Rheumatism, Lumbago, Sciatica, Sprains, Contusions, Weakness of the Joints, Chilblains, &c. It is also an excellent remedy as a stimulating application to the surface of the Chest and Back in Bronchitis, Inflammation of the Lungs, Pulmonary Consumption, and Hooping Cough. When the Liver is inactive, rubbed over it, its stimulating properties have a beneficial effect, and in all cases where counter-irritation is desirable, it will be found invaluable. In bottles, small, medium, and large.

WILKINSON'S BRONCHIO-THORACIC LOZENGES.

Prepared from the receipt of an eminent Physician, and experience has fully justified their recommendation as the most speedy remedy in irritation of the Throat, Catarrhal Coughs, Bronchitis, Incipient Consumption, Spitting of Blood, &c., &c. To public Speakers and Vocalists they will be found invaluable, as they impart a clear and beautiful tone to the voice. Free from any preparation of Opium, and of an agreeable taste, they are applicable to all.

WILKINSON'S STOMACHIC AND LIVER PILLS.

No Pill is so efficacious in promoting digestion, strengthening the Stomach, correcting Acidity, preventing or removing Headache, Giddiness, &c., arising from a Costive Habit, Debilitated Stomach, or Torpid Liver. In bottles, small, medium, and large.

They require no change of diet, and those of the most delicate constitution may take them with safety.

Taken as an adjunct with Wilkinson's Sarsaparilla with the greatest success.

Prepared only by Thomas Wilkinson, 270, Regent Street, London.

BOMBAY :

Wholesale and Retail Agents. Treacher & Co., Limited, Medical Hall, Byculla, and Fort. Poona.

And of the principal Firms in India and the Colonies.

NEW ADVERTISEMENTS.

THE DELHI AND LONDON BANK (LIMITED) grants LOANS and CASH CREDITS on approved PERSONAL and other SECURITIES on the usual Terms.

Loans on Personal Securities, repayable by Monthly Instalments, must be covered by a Life Policy.

For further particulars apply to the MANAGER at DELHI.

BOMBAY CRICKET CLUB.

GENTLEMEN engaged to PLAY in the MATCH TO-DAY are requested to be on the Ground punctually at 10 o'clock.

C. A. W. CAMERON,
Honorary Secretary.

19th July 1873.

SHAHABAD QUARRIES.

The Proprietors of the above Quarries are prepared to supply LIME STONES in Blocks or Slabs, at reduced rates and on short notice ; the Stone is well adapted for Paving, the groundfloor of the St. Xavier's College having been recently laid with the stone, making a first-class Job and almost extremely durable. —Apply to

ROBERT BROWN.

18, Marine Street, Fort.

ANTISEPTIC SUPARI OR BETEL NUT TOOTH PASTE.

The large and increasing demand which has arisen for this efficient and agreeable preparation is the best criterion of its worth as a preserver and cleanser of the Teeth and Gums.

	Cash.	Credit.
In Pots	Rs. 1-4-0	Rs. 1-8-0.

PREPARED ONLY BY

TREACHER & Co., LIMITED, BOMBAY, BYCULLA, AND POONA.

WINES for SALE, at the Godowns of the Undersigned, No. 3, Church Lane :—

SHERRIES—J. Cockburn & Campbell's, at Rs. 21, Rs. 24, and Rs.	25	per dozen.
R. R. Mege & Co.'s Red Seal	,, 20	,,
Do. Vino de Pasto	,, 29	,,
J. Sandiach & Son's	Rs. 17 & ,, 24	,,
Carbonell & Co.'s Black Seal	,, 24	,,
M. P. Guimaraens & Son's superior old Pale Dry	,, 28	,,
CHAMPAGNE—Ruinart pere and fils	Pts. ,, 23	,,
Do.	Qts. ,, 45	,,
Arthur H. Browning's	Qts. ,, 39	,,
J. Sandbach and Son's	,, 20	,,
Do. do.	Pts. ,, 11	,,
BRANDY—Raynal & Co.'s Superior	,, 24	,,
CLARET—Montbeuil Franc Fils Aine		
Chateau Belair St. Julien 1868	,, 16	,,
Chateau Delorme Margaux	,, 16	,,
R. R. Mege & Co.'s St. Estephe	,, 17	,,
Do. Margaux	,, 17	,,

EWART, LATHAM, & Co.

Bombay, 16th July 1873.

EAST INDIAN RAILWAY.

UNCLAIMED PROPERTY AT ALLAHABAD.

The following UNCLAIMED ARTICLES, now lying at the Allahabad Lost Property Office, will be SOLD by PUBLIC AUCTION, if not claimed and removed within one month from date, and all charges due thereon paid.

CECIL STEPHENSON.

Agency Office, Calcutta, 15th July 1873.

6 Empty Casks from Allahabad, addressed to J. D. Chuckerbutty, Mujgowan.
2 Bundles Gunny from Allahabad, addressed to Omra, Mujgowan.
1 Small Tin Parcel from Calcutta, addressed to G. G. Pagoe, Allahabad.
1 Small Box from Delhi, addressed to Musudee Mull, Agra.
1 Parcel from Lucknow, addressed to Mrs. Finnerty, Allahabad.
2 Boxes Luggage from Jubbulpore, addressed to Mr. Grisley, Allahabad.
1 Parcel from Gazeebad, addressed to Mohur Sing, Delhi.
1 Parcel from Benares, addressed to Gungaji Lall, Mirzapore.
1 Silver Watch, No. 81908, with Silver Chain and Key, by Rotherhorns ; 1 Woollen Shawl ; 1 Bundle of Cooking Utensils ; 3 Bundles of Mosquito Curtains ; 8 Pieces Silver Ornaments ; 1 Bundle Canes ; 1 Leather Tiffin Case, containing Spoon, Fork, Knife, &c. ; 1 Silk Umbrella ; 1 Small Hatchet ; 1 pair of Spectacles ; 1 Bundle of Bamboos ; 1 Reading Lamp ; 1 Small Leather Case, with Key ; 1 Bundle of Wooden Forms for Boots ; 1 Gold Brooch ; 1 Leather Bag ; and some Knives, Deer Skins, Combs, Rugs, Old Clothes, Tin Boxes, Umbrellas, Sticks, Brass Lotas, Sodawater Bottles, Hats, Lanterns, Napkins, Native Caps, Durrees, Blankets, Wearing Apparel, Handkerchiefs, Portmanteaux, China Plates, Iron Choolas, Brass Plates, Vessels, Cups, Hatchals, Towahs, Purses, Books, and other miscellaneous articles, without address.

NOTICES.

THE COLABA COMPANY (Limited).—NOTICE is hereby given, that the EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the COLABA COMPANY (Limited) will be HELD, at the Registered Office of the Company, in Elphinstone Circle, on MONDAY, the 28th instant, at 3 o'clock P.M., (instead of THURSDAY, the 24th instant, as previously advertised,) to transact the following business, viz. :—

Firstly.—To confirm the following Resolution passed at the last Meeting held on the 9th July instant :—

"Whereas it is proposed to wind up voluntarily the Colaba Company (Limited) under the provisions of the Indian Companies' Act 1866, and to transfer or sell its business and property to a New Company to be formed under the same name, but with a more extended field of business.

"It is resolved that the Liquidator or Liquidators who shall or may hereafter be appointed to wind up the Colaba Company (Limited) shall have authority to transfer or sell to a New Company, to be formed under the same name, the whole or any portion of the property and business of the said Colaba Company (Limited), in consideration of receiving in compensation or part compensation for such transfer or sale such number of shares in the said New Company as the said Liquidator or Liquidators shall think proper for the purpose of distributing the same among the members of the present Colaba Company (Limited), rateably in proportion to the shares held by them in such last mentioned Company."

Secondly.—To pass Resolutions—

1.—That the Colaba Company, Limited, be wound up voluntarily under the provisions of the Indian Companies' Act 1866.

2.—That the Liquidators of the Colaba Company, Limited, when appointed, be authorized to purchase the interest of any Shareholder dissenting under Section 175 of the Indian Companies' Act 1866, either out of the cash in the hands of the Company or out of moneys to be raised by mortgage or sale of any portion of the Company's property.—Dated this Seventeenth day of July 1873.

REMINGTON & Co.,
Secretaries and Treasurers.

INDIAN CONDIMENTS, &c.—FOR SALE, at FRAMJEE NOWROJEE'S DEPOT, Bombay, No. 9 Forbes Street, INDIAN CONDIMENTS and PRESERVES, in great varieties, unequalled in quality, taste, and flavour, free from injurious colouring, and prepared from the choicest fruits of the season :—

Guavas Jelly, in 2 lb. pots	Rs. 18	per Dozen.
Roselle do. ,, ,,	,, 18	,,
Lucknow Chutney, in bottles	,, 15	,,
Mango do. ,,	,, 13	,,
Mild do. ,,	,, 12	,,
Madras do. ,,	,, 12	,,
Cashmere do. in pints	,, 12	,,
Bengal do. ,,	,, 12	,,
Delicious do. ,,	,, 12	,,
Curry Powder, in bottles	,, 12	,,
Do. do. Madras ,,	,, 18	,,
Curry Paste ,,	,, 18	,,
Multigatawny Paste, in bottles	,, 18	,,
Mango Fruit ,,	,, 18	,,
Ripe Mango ,,	,, 21	,,
Fine Apple ,,	,, 10	each.
Mango Preserves, 1 kg. jars	,, 4	,,
Do. Pickle ,,	,, 4	,,
Lime do. ,,	,, 4	,,
Do. do. in bottles	,, 9	per Dozen.
Lime do. ,,	,, 9	,,
Cashmere Pickle, ,,	,, 9	,,
Tapp Sauce ,,	,, 9	,,
Nepaul Pepper, 2 oz. bottles	,, 6	,,

ALSO,

CHINA PRESERVES OF SORTS.

All Orders should be accompanied with a Remittance or reference for Payment in Bombay.

PATENT WROUGHT NAILS.

J. J. CORDES & Co.,

The Patentees and Sole Manufacturers of the well-known Patent Wrought Nails, commonly known as

"EWBANK'S NAILS,"

desire to make it known that they have adopted a "Star" or "Cross" as their Trade Mark, and that all Nails now made and sent out by them, except clasp, bear this mark upon their heads, and that within every Package sent from their Works is also placed a card bearing their name and address.

Any Nails, therefore, which are not distinguished as above, must not be confounded with

"EWBANK'S NAILS,"

the quality of which is so well appreciated as being far superior to that of any other make.

Dog Works :—NEWPORT, MONMOUTHSHIRE, ENGLAND

ENGLISH JEWELLERY AND WATCHES.

MACHINE MADE.

SPECIALITIES FOR PRESENTS, GIFTS, &c.

MR. STREETER,

(Late HANCOCK & Co., Limited,)

37, CONDUIT STREET, LONDON,

invites the attention of OFFICERS and FAMILIES residing in India to his extensive stock of 18-CARAT GOLD and GEM JEWELLERY, WATCHES, and CLOCKS, manufactured by Machinery, and sold at prices from 30 to 50 per cent. cheaper than ordinary hand-made productions.

A Catalogue and Price List containing a large number of Drawings and Sketches representing these special productions (no gold being used of less quality than 18-carat) has been prepared, copy of which will be forwarded, post free, on application.

18-CARAT GOLD JEWELLERY.

18-Carat Gold Bracelets	from £ 5 0	to £50
,, Ear-rings	,, £ 1 10	to £10
,, Lockets	,, £ 1 0	to £20
,, Suites	,, £10 10	to £50
,, Chains Per Ounce	,, £6 6	

For further particulars see Catalogues.

GEM JEWELLERY.

Gem Bracelets	from £10 to £100
,, Ear-rings	from £ 5 to £ 50
,, Lockets	from £ 5 to £100
,, Rings	from £ 5 to £500
,, Suites	from £50 to £500

For further particulars see Catalogue.

DIAMOND WORK.

Diamond Ornaments of every description. Diamonds and other Precious Stones purchased. See Illustrated Catalogue.

ENGLISH LEVER WATCHES AND CLOCKS,

Specially adapted for hot climates. Durability and time-keeping guaranteed.

For price and description see Illustrated Catalogue.

ORDERS.

All Orders must be accompanied by a remittance for the amount or reference to London Agents,

MR. STREETER,

(Late Hancock and Co., Limited,)

37, CONDUIT STREET, BOND STREET,

AND

BURLINGTON STEAM WORKS, SAVILE ROW, LONDON.

WANTED.

11, MIDDLETON ROW, PARK STREET, CALCUTTA.

DESIRABLE ACCOMMODATION for FAMILIES and BACHELORS by DAY or MONTH. Rs. 100 upwards Monthly. Rs. 5 Daily. Gas and Water laid. Address Mrs. OAKES.

CARRIAGE EXAMINER.—REQUIRED the B. B. and C. I. RAILWAY a competent European as CARRIAGE EXAMINER, acquainted with the duties. Salary about Rs. 120 per month. Apply to LOCOMOTIVE SUPERINTENDENT, Parell Workshops.

C. CURREY,
Agent B. B. and C. I. Railway.

Bombay, 16th July 1873.

NOTICES.

BOMBAY ITALIAN OPERA COMPANY, UNDER THE PATRONAGE OF H. E. THE HONOURABLE SIR PHILIP WODEHOUSE, K.C.B.

TERMS OF SUBSCRIPTION.

Season Ticket	Rs. 100
Ditto ditto Family to admit Two (Transferable)	,, 200

Season commences 1st December and continues during the months of January and February.

Season Tickets entitles holders to admission to two Performances per week.

Half of Subscription to be paid on the 15th November, on which date the Company will arrive in Bombay.

Other half payable one month after the commencement of Season.

Seats will be allotted according to priority of application.

Impresario,
G. INZOLI.

Names of Subscribers received at SOUNDY, BRESLAUER, and Co ; where further information may be obtained.

BOMBAY FIRE INSURANCE COMPANY (Limited).—The above Company is prepared to EFFECT INSURANCES on the most favourable terms current in Bombay, and in addition return Insurers 5 per cent. of the Premiums on Yearly Policies, and 2½ per cent. of the Premiums on Policies for Shorter Periods.

FORBES & Co.,
Secretaries and Managers.

JAVA SEA AND FIRE INSURANCE COMPANY.

The Undersigned, having been authorized to accept also FIRE RISKS on behalf of the above Company, are now prepared to grant both FIRE and MARINE INSURANCES at terms quite as favourable as those offered by any other first-class Offices.

Further particulars on application.

KNOOP & Co.,
Agents Java Sea and Fire Insurance Company.

THE VICTORIA COTTON GIN AND PRESS COMPANY (Limited).—NOTICE is hereby given, that the NINTH ANNUAL GENERAL MEETING of the SHAREHOLDERS of the above COMPANY will be held at the Company's Office, Umjud Bagh, Broach, on MONDAY, the 21st July 1873, at 4 o'clock P.M., for the transaction of the following and any other business that may be brought before the Meeting :—

1. To receive the Directors' Report on the working of the Mills during the past season.
2. To declare a Dividend.
3. To elect Directors in place of those retiring.
4. To appoint an Auditor for the current year, and to fix his remuneration.

By Order of the Directors,
GREAVES, COTTON, & Co.,
Secretaries and Treasurers.

Broach, 7th July 1873.

THE ALBERT GINNING COMPANY (Limited).—NOTICE is hereby given, that the THIRD ANNUAL GENERAL MEETING of the SHAREHOLDERS of the above COMPANY will be held at the Company's Office, Umjud Bagh, Broach, on MONDAY, the 21st day of July 1873, at 5 o'clock P.M., for the transaction of the following and any other business that may be brought before the Meeting :—

1. To receive the Directors' Report on the working of the Mills during the past season.
2. To declare a Dividend.
3. To elect Directors in place of those retiring.
4. To appoint an Auditor for the current year, and to fix his remuneration.

By Order of the Directors,
GREAVES, COTTON, & Co.,
Secretaries and Treasurers.

Broach, 7th July 1873.

NEW BANK OF BOMBAY (Limited).—NOTICE is hereby given, that the SIXTH ORDINARY GENERAL MEETING of the PROPRIETORS will be held at the Office of the Bank, Elphinstone Circle, Bombay, on WEDNESDAY, the 6th day of August next, at 3 o'clock in the afternoon, for the following objects :—

1.—To receive the Directors' Report and Statement of Accounts up to 30th ultimo.

2.—To determine the amount to be carried to Reserve Fund, and to declare a Dividend.

3.—To elect Directors for the ensuing year in room of A. J. Macdonald, Esq., and Kersasjee Naik, Esq., who retire by rotation but are eligible for re-election.

4.—To elect Auditors for the ensuing year and to fix their remuneration.

By Order of the Board of Directors,
M. BALFOUR,
Secretary & Treasurer.

Bombay, 16th July 1873.

LETTERS of ADMINISTRATION, with the WILL annexed, to the ESTATE of JAMES FARISH, Esquire, formerly of Bombay, in the East Indies, and late of 20, Hamilton Terrace, Saint John's Wood, in the County of Middlesex, who died on or about the 13th day of February 1873, having been granted by the High Court of Bombay to ROBERT LESLIE CRAWFORD, Esquire, of Bombay Merchant. Notice is hereby given, that all Creditors of the said James Farish are required to send in their Claims against his Estate to the said Administrator, at the Office of Messrs. REMINGTON and COMPANY, Elphinstone Circle, Bombay, before the 12th August 1873 next, and that the Administrator will after that date proceed to distribute the Estate of the said James Farish without reference to Claims of which he shall not have notice.—Dated this 12th day of July 1873.

REMINGTON & Co.

NOTICE.

UNION INSURANCE SOCIETY OF CANTON.

THE present term of the above-named Society 1871-1873 determines on the 31st December next.

A GENERAL MEETING of the SHAREHOLDERS will be HELD at the Society's Offices on TUESDAY, the 1st July next, at 3 o'clock P.M., for the purpose of electing a PROVISIONAL COMMITTEE, who shall frame the Articles of Association, allot the Shares, and, generally, make all the arrangements necessary for the renewal of the Society.

Applications for Shares will in the meantime be received at the Society's Office from and after the 15th instant from Shareholders and others desirous of holding Shares in the New Society.

When a sufficient number of applications has been received and the Shares have been allotted by the Provisional Committee, a General Meeting of the then Shareholders will be summoned to elect their own Directors, who will also undertake the conduct of the present Society for the purpose of winding up its business.

It is proposed to increase the number of Shares to 500 of dlrs. 2,500 each with dlrs. 500 paid up instead of 250 Shares of dlrs. 5,000 each with dlrs. 1,000 paid up.

It is likewise proposed to alter the Articles of Association, so as to provide for a continuous re-allotment of the Shares, by a Board of Directors, at the close of each financial year, in order to avoid the great inconvenience attendant upon reforming the Society at the end of every three years, and likewise to enable the Directors to declare dividends yearly or as often as the profits of the Society will permit of it.

Forms of Application for Shares as subjoined will be obtainable from the Secretary of the Society on and after the 15th instant, and also from the Society's Agents at the various ports.

By Order of the Board of Directors,
N. J. EDE, Secretary.

Hongkong, 9th June 1873.

* The Forms above referred to can be had on application to Messrs. Forbes and Co.

D

COMMERCIAL INTELLIGENCE.

FRIDAY, 18TH JULY 1873.

EXCHANGE on London closed for the mail at lower rates.

In Government Securities the prices are easier, our quotations are as near as can be obtained.

Bank Bills, 6 months' sight.....1s. 10¾d. 1s. 10 29/32d.
Credit Bills, do. .....1s. 11 1/16 to 1s 11¼d.
Documents, do. .....1s. 11 3/16d.
Bank Bills, 3 months' sight.....1s. 10¾d.
Credit, do. .....1s. 10 13/16 to 1s. 10¾d.
Documents, do. .....1s. 10 13/16d.
Bank Bills, demand .....1s. 10 5/16d.

On Calcutta Bank Bills, 60 days' sight. 99½ to 11/16d.
Do. demand..... 100 3/16

On Madras, 30 days' sight 99⅛
Do. demand.....99¼ to 15/16

On China Home Bills, 30 days' sight, 229.

GOVERNMENT SECURITIES.

Five-and-a-half per cent. 111½ to111⅝
Four & half per cent. 106½
Four per cent. 104½
Four & half per cent. (Public Works Loan) ...106
Five per cent. Debenture Loan, 1866-67 ... ...103½
15 years' Debenture Loans 103½
10 years' do. do. 105
5 years, do. do. 103
Six per cent. Municipal Loan Home Rate ...112
Do. Do. Market Rate ...112
New French Loan 5 per cent, fully paid up of 1871 and 1872 92
New French Loan instalment paper of 1872... ...94
Paris Municipal Loan (Debenture Rs. 117) per Bond .....115.

Rates of discount at New Bank of Bombay—

Loans on Government Paper on demand			4½ per cent.
Fixed Loans on	do.	to 3 months'	5½ ,,
Do.	do.	over 3 do.	6½ ,,
Do.	on Merchandize		7½ ,,
Cash Credit	do.	to 3 months'	6½ ,,
Do.	do.	over 3 do.	6½ ,,
Do.	do.	.....	7½ ,,
Bank Bill's			6½ ,,
Mercantile Paper			8½ ,,

PRICES OF BULLION, &c.

Sovereigns, each ... ...Rs. 10-8-6	
Carolus	200
Mexican Dollars	222
Five-Franc Pieces	221½
Bar Silver...	107½ to 107¾
Gold Leaf	16-12-6
Bar Gold 10 oz. English 100 touch	16-14
Australian Gold ... ... 100 touch	16-13

FREIGHT REPORT.

FRIDAY EVENING.

RATES by steamer are decidedly firmer, and we quote £2-7-6 for Canal and £2-10 to £2-12-6 by the next mail steamer. Sailers less enquiry. The Villa Franca proceeds to Batavia, and the Hermon to Madras and Calcutta with salt.

London	Cotton ..... Cases ..... Seeds	No ships.
Liverpool	Iron Ships Cotton	£2 5s. 0d.
	Wooden Ships ,, ...	£2 2s. 6d. to £2 5s. 0d.
	Myrabollams	£1 15s. 0d. nominal.
	Coir bills	£0 15s. 0d. nominal.
	Seeds	£1 15s. 0d.
Havre ...	Cotton ..... Coffee	No ship.

Overland Steamers—

Venice	£2 10s. 0d. nominal.
Trieste	£2 10s. 0d. to £2 15s. 0d nom.
Liverpool	£2 10s. 0d.
Havre Cotton	£2 15s. 0d.
Liverpool via Suez Canal ... { Wheat ..... Seeds ..... Cotton	£2 5s. 0d. to £2 7s. 6d. £2 5s. 0d. £2 5s. 0d
China ... { Steamer Cotton ..... Opium ..... Sailing Ships	Rs. 22 per ton. Rs. 35 to 30 per chest. Rs. 4 per bale nominal.
Calcutta ...Salt	Rs. 3½ per ton.
Calcutta to Bombay	Rs. 15 port charges.
Mauritius	Nothing doing.

BOMBAY BILL AND STOCK LIST.

FRIDAY AFTERNOON.

DHURUMSEY and Colaba shares are enquired by at quoted rates. Bank of Bombay steady.

BANKS.

No. of Shares	Nom. value per sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	p. a.			
100,000	100	all	5 p.ct.	Agra Bank.....	90
72,000	1,000	all	6 p.ct.	Bank of Bengal	1,430
10,000	500	all	5 p.ct.	Do of Bombay New ..	787½
10,000	500	100	5 p.ct.	Do 2nd Res. Issue	275
8,250	1,000	all	5 p.ct.	Do of Madras	1,120
10,000	250	all	5 p.ct.	Chartered Mercantile Bk. of L. & China	275
40,000	2211	all	12 pct.	Hong. & Shanghai Bank.	410 nl.
40,000	200	all	Nil.	Chartered Bk. of I. & C...	150
80,000	250	125	4 p.ct.	National Bank of India..	121
10,000	250	all	12 do.	Oriental Bank	475

RAILWAY COMPANIES.

.....	£20	218-2-6	p.c.	G. I. P. Railway Consolidated Stock	235
.....	£20	109-1-6	do.	Do. New £20 Shares	126
.....	£20	42-0-7	do.	Ditto	
.....	£100	1,000	do.	B. B. & C. I. Railway Co.	1,125
.....	£18	196-5-1	do.	Do. New Shares	

LAND COMPANIES.

4,000	3,000	all	Rs. 77	Colaba Land Co.....	1,520
8,000	150	all	Nil.	Frere Land & Pier Co. Ld.	94
750	2,000	2,000	80p.s.	Mazagon Land	900
1,000	1,000	all	15p.s.	Port Canning Land Company, Limited	410

SPINNING AND WEAVING COMPANIES.

500	1,000	all	50p.s	Alexandra Spinning	1,450
500	2,500	all	100*	Alliance Spinning	2,675
300	2,000	all	...	Bhownuggur M. & P. Co.	1,500
900	1,000	all	80*	Bombay United	1,150
1,600	150	150	25*	Broach Mills	240
2,500	2,000	all	...	Dhurumsey Spinning.....	1,760
750	2,000	all	200p.s	Great Eastern	2,275
750	1,000	all		Jewraj Ballo Mills	1,160
2,500	1,000	all	140p.s	Manockji Petit's	1,290
900	1,000	a	40 p.s.	Morarjee Spinning	1,210
800	2,500	all	150p.s.	Oriental	3,300
600	2,500	400	216p.s	Royal	2,450
800	1,000	all		Soonderclas Spinning...	1,325

* Per share for the half-year.

PRESS COMPANIES.

150	5,000	2,850	150 p.	Akbar Cotton Press Co...	1,850
700	2,000	1,100	150p.	Albert Co. Kurrachee...	775
250	3,000	850	Nil.	Alexandra Press Co.....	215
150	12,000	11,000	100p.s.	Apollo Press Co.....	6,300
200	2,000	all	200p.s.	Bombay Press Co.....	1,365
200	500	all	50 p.s.	Do New.....	375
350	1,000	3,000	100 p.	Broach Cotton Co	775
100	1,500	...	...	Carwar Company.....	1,200
500	1,800	all	40 *	Colaba Press Co.....	5,100
350	2,000	all	250p.s.	East India Press Co.....	2,700
150	8,500	all	500 *	Fort Press Co.....	5,600
300	2,000	1,500	75 p.	Framji Cowasji Press Co.	450
300	1,000	all	200 p.	French Press Co	710
200	6,000	6,000	228 p.	Hydr aulic Press Co.....	2,200
250	5,000	1,467	75 p.	Imperial Press Co	825
200	400	350	42½ p.	Mofussil Press & G. Co..	720
120	2,500	all	250 p.	Prince of Wales Press....	2,100
200	1,000	all	...	Sassoon's Press Co.....	800
400	850	750	135 p.	Scinde Press Co.....	405
100	1,000	750	...	Scinde and Punjab Cotton Press Co., Limited.....	1,075
225	2,000	1,000	Rs. 85	Victoria Press, Madras..	1,675
150	850	all	8 p.ct.	Vic. Cot. Gin & Press Co.	800
450	,,	...	...	Volkart United Press Co.	975

* Per share for the half-year.

MISCELLANEOUS.

.....	2,500	1,500	100p.s.	Bombay Burmah Trading Corporation	1,360
1,000	50	all	4½p ct.	Bombay Gas Company ...	65
500	500	300	15 ps.	Landing and Shipping Co. of Kurrachee Ld...	130
2,150	200	100	8 p.c.	Malabar Company Ld...	102
1,000	50	all	1½ ps.	Mechanics B'd'g's Co. ..	25
2,000	500	all	45 ps.	Treacher & Co	405
2,000	250	all	40 ps.	Vicgas Patent Slip Co ...	55

BANKS IN LIQUIDATION.

		Date of L'dation.		
.....	95	19½	...	Bank of China..... 1
.....	250	2	Mar. '66	Central Bank..... 1
.....	...	...	...	East India Bank 1
.....	200	13	Feb. '67	Indian Peninsula..... 1
.....	200	70½	May '67	Royal Bank 2

SALES AND PURCHASES.

PIECE GOODS.

The business done yesterday has, in consequence of the mail's departure, been next to nothing, and we have no alteration to report in rates. The following sales are reported to have been made by European firms yesterday :—

1,200 pieces Grey Jacconets	40 in. 20 yds. 2¾ lbs. at Rs.	2	3 3
600 ,, ,, Shirtings	45 in. 39 yds. 9 lbs. at ,,	6	6 0

COTTON.

The market has been steady, and prices show no change. The following purchases are reported to have been made by European firms yesterday :—

50 candies Wadwan	at ,,	180	
50 ,, ,,	at ,,	181	
50 ,, Veerungaum	at ,,	176	
50 ,, Nuriad	at ,,	163½	
25 ,, Dhollera	at ,,	183½	
50 ,, ,,	at ,,	182½	

In Yarns and Metals no special change has occurred, and no important sales have come to our notice.

WEATHER REPORTS.

CANNANORE, 18th July, 4 P.M.—Weather cloudy, wind north, thermometer 79, rainfall 1 inch 80 cents.

MANGALORE, 18th July, 9-55 A.M.—Weather cloudy, wind north-west by west, thermometer 84, barometer 29·73, rainfall 28 cents.

VINGORLA, 18th July, 6-25 P.M.—Weather clear, wind west, thermometer 83, rainfall 21 cents.

TUTICORIN, 18th July, 5 P.M.—Weather fine, wind west, thermometer 94, barometer 29·78.

CARWAR, 18th July, 5-30 P.M.—Weather squally, wind south west, thermometer 80, barometer 29·89, rainfall 26 cents.

SHIPPING.

ARRIVAL.

July	Vessel.	Commander.	From
17	Patna (s)	Hansard	Calcutta, June 29.
18	Kurrachee (s).....	Beyts	Kurrachee, July 15.

DEPARTURE.

July	Vessel.	Commander.	Destination.
18	Khedive (s)	Steward.....	Aden and Suez.
	Annie.....	Smith.....	Moulmein.

The ship Royal Family, Hogg, to Bassein, obtained her port clearance yesterday.

The following vessels were entered out for loading yesterday :—Steamer Sunda, to Aden and Suez.
Steamer Elbora, to Aden and Suez.

ADEN.

ARRIVALS.

July. 2 Khedive, ss, Steward, from Suez.
2 Benm Inward, D.g.bt., Haakman, from Holland.
3 Emiliano, ss, Larronaga, from Liverpool.
3 Corenda, ss, Lafont, from Alyca.
4 Resved, D.g.bt., Stiffon, from Holland.
5 Tigre, ss, Lacvontre, from Marseilles.
6 Nubia, ss, Hall, from Bombay.
7 Nellie Wise, ss, Green, from Batavia.
7 Golden Age, sp, Quicko, from Newcastle.
7 Nankin, ss, McNabb, from Hankow.
7 Hindoostan, ss, Roskell, from Calcutta.
8 Harrington, ss, Montrell, from Padang.
8 Dupleix, ss, Baron, from Mauritius.
8 Java, ss, Ingen, from Holland.
8 Elgin, ss, Miller, from Bombay.
8 Jane Rowland, sp, Hughes, from Cardiff.

DEPARTURES.

July. 2 Khedive, ss, Steward, to Bombay.
3 Emiliano, ss, Larronaga, to Manilla.
3 Charles Bab, sp, Chapman, to Bassein.
3 Prince Rupert, sp, Wade, to Amhurst.
4 Benm Inward, D.g.bt., Haakman, to Batavia.
4 Capron, ss, Everson, to Yokohama.
6 Tigre, ss, Lacvontre, to China.
7 Resved, D.g.bt., Stiffon, to Batavia.
6 Corendo, D. brig, Lafont, to Zanzibar.
7 Nellie Wise, ss, Green, to Holland.
8 Nubia, ss, Hall, to Suez.
8 Nankin, ss, McNabb, to London.
8 Hindoostan, ss, Roskell, to Suez.
8 Harrington, ss, Montrey, to Rotterdam.
9 Elgin, ss, Miller, to Liverpool.

VESSELS IN HARBOUR.

June. 10 Tribune, sp, Rayfould, from Cardiff.
6 Dalhousie, B. M. s.s., Warner, from Red Sea.
26 Howden, sp, Ditchburn, from Cardiff.
26 Benefactress, ship, Gibbs, from Cardiff
30 Oliver Cromwell, sp, Williamson, from Cardiff.
July. 7 Golden Age, sp, Quicko, from Newcastle.
8 Dupleix, ss, Baren, from Mauritius.
8 Wimbleton, sp, Chrusta, from Cardiff.
8 Java, ss, Ingen, from Holland.
8 Jane Rowland, sp, Hughes, from Cardiff.

DAILY IMPORTS.—18TH JULY.

FROM LIVERPOOL.

John Adamson, s, 125 kegs iron nails, Fazulally Moosabhoy.

FROM LONDON.

Virago s, 4 cases candles, and 11 cases sherry, John Neuberg.
Gresham s, 15 cases brandy, Bouneviale and Sibille.

FROM GLASGOW.

City of Dublin, 23 hogsheads pale ale, Lyon & Co.

FROM GENOA.

Arabia s, 33 cases brandy, Bouneviale and Sibille.

DAILY EXPORTS.—18TH JULY.

FOR LIVERPOOL.

William Woodbury, 3 bales cotton, Bch rend Brothers ; 55 bales cotton, Toolseedas Jadowjee.
Virago s, 100 bales wool, Soondercias Mooljee ; 40 bales wool, Rhemoobhoy Mahomed ; 28 bales wool, Anundjee Visram ; 83 bales cotton, Joonanchund Jawaree ; 23 bags linseed ; 28 packages myrabollams, W H Jarvis ; 49 bales wool, Bhanjee Fukirchund ; 33 bales cotton, Kirparam Himutram.
Arctusa s, 162 bags linseed, Passoo Versee & Co. ; 51 bales wool, Toormull Tejbhondass.

FOR LONDON.

Sunda s, 3 bales hides, Rahimbhoy Alladinbhoy ; 19 bales skins and 1 bale hide, Sir Charles Forbes & Co. ; 6 bales hides, Hassum Noor Mahomed.

FOR TRIESTE.

Arctusa s, 5 bales hides, Ralli Brothers.

FOR HAVRE.

Ellora s, 60 bales cotton, Asspor Mooljee.

FOR GENOA.

Arabia, 1,500 bags gingelly seed, Volkart Brothers.

FOR MARSEILLES.

Arabia s, 1,000 bags gingelly seed, Hajee Allaruckha Hajee Essai.

MILITARY.

ARRIVAL.—JULY 17.

Smith, Lieutenant, 56th Regiment, to appear before the High Standard Examination Committee, from Poona.

DEPARTURES.—JULY 18.

Johnstone, Lieutenant-Colonel, Staff Corps, on leave, to England.
Jackson, Captain, Bengal General List, Cavalry, on leave, to ....
Smith, Major, 8th Bengal Regiment N. I., on sick leave, to England.

BOMBAY ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.
Adjutant General's Office, Head Quarters,
Poona, 16th July, 1873.

Captain J Ketchen, Gr Mr 28th N I, officiated as Wing Officer in addition to his own duties, from the 1st to the 10th July 1873

MADRAS GOVERNMENT ORDERS.

(*Fort St. George Gazette*, July 15.)

REVENUE DEPARTMENT.

The Rt Hon the Governor in Council has been pleased to make the following appointments :—

Mr Richard Wellesley Barlow, to be Col and Mag of the Godavery District, vice Mr Fraser retired with effect from 1st Aug 1873 but to continue to act as Collr and Mag of the Chingelput District during the employment of Mr Dalyell on other duty or until further orders.

Mr George Downton Leman to be Collr and Mag of the Kistna District vice Mr Barlow.

Mr William Alexander Hoppell to act as Sub Collr and Joint Mag of South Arcot during the absence of Mr Lister on leave or until further orders.

PUBLIC WORKS DEPARTMENT.

Mr O A Hayne Asst Engr of the 1st grade to be Ex Engr of the 4th grade (Supy) vice Capt W W Caningam R E proceeded to Europe on medical certificate.

Mr G R Leggatt Asst Engr of the 1st grade to be Ex Engr of the 4th grade, vice Lieut J F Dorward proceeded on furlough to Europe.

Mr R G Lowry Asst Engr of the 1st grade, to to Ex Engr of the 4th grade, vice Mr Hayne, Supy.

JUDICIAL DEPARTMENT.

Under Section 335 of the Code of Criminal procedure the undermentioned officers are authorized to take down the evidence of witnesses with their own hands in the English language :—

Mr Edward Gibson, Acting Head Asst to the Collr and Mag of South Arcot.

Mr A F Cox Asst to the Collr and Mag of North Arcot

List of Civil Servants granted extension of leave—forwarded in accordance with Financial Despatch to the Government of India, dated July 31st, 1872, No. 303.

Mr F L Roberts, Covenanted Sub-Collr and Joint Mag South Arcot, is granted 6 months leave on sick certificate.

MILITARY DEPARTMENT.

Ootacamund, 8th July 1873.

The services Lt-Col R A W C Stuart, of the Infy, are replaced at disposal of H E the C-in-C from the date he was relieved, at his own request, from the appointment of Offg Supt and Agent for Army Clothing.

The following alteration of rank is made, subject to Her Majesty's approval :—

General List Infantry.

Capt Henry Thomas Harris Baber to have rank, from the 18th June 1873 vice Martin Cadre 7th Regtt N I deceased.

This cancels so much of G O G No 151 dated 6th June 1873 as promoted Cap Baber from the 13th April and of G O G No 166 dated 27th June 1873 as promoted Cap Hunt.

The following promotion is made, subject to Her Majesty's approval :—

Cap William Walker Pemberton having completed twenty years service to be Maj from the 13th July 1873.

The undermentioned officer is permitted to proceed to Europe :

Major A G Duff, Cadre 36th Reg N I Judicial Depy Commsr of Moulmein British Burmah, on furlough on private affairs for two years under the Regulation of 1808, and to embark from Rangoon.

Surg Maj J E Dickinson, of the Indian Med Dept, is granted an extension of his leave to Europe, from the 27th May to 27th June 1873, to enable him to rejoin.

The undermentioned officers have reported their return from Europe :—

Maj G J F Begbie, S C, and Cap J N Bennett, S C, Acting 2nd Wing Sub, 7th Regt N I—arrived, at Bombay on the 2nd July.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.		Mail. closes.		After-packet.
United Kingdom	July 25	...	3-30 P.M.	...	4-30 P.M.
Kurrachee	,, 19	...	11 A.M.	...	12 A.M.
Persian Gulf via Kurrachee..	,, 30	...	11 A.M.	...	12 A.M.
China	,, 28	...	4-30 P.M.	...	No after packet.
Mauritius, Reunion, &c.....	Aug. 1	...	3-30 P.M.	...	4-30 P.M.

OVERLAND MAIL.

The Overland Mail Steamers of the P. and O. S. N. Company leave Bombay during the second half of the current year.

Letters will be received at the General Post Office up to 3-30 P.M.

Newspapers, Books, and Patterns, up to 1-30 P.M.

Registered Letters up to 1 P.M. Letters presented for registration after that hour will be received up to 3 P.M. on payment of an additional fee of 2 annas on each letter. The additional fee to be paid in stamps affixed to such letters.

Late letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee (4 annas each), will be received at the Pier Post Office from 3-30 to 4-30 P.M.

The latest hour for posting Overland covers at the several Branch Post Offices will be 1 P.M.

Fully prepaid letters will be received on board the Overland Mail Steamer after 3 P.M. up to starting time (5 P.M.) by the payment of an additional fee of Eight Annas. All others will be refused.

The postage chargeable on letters sent to the countries mentioned below *through Trieste* is as follows :—

	Present Rates per ½ oz. Annas	Pics.	Revised Rate- per ½ oz. Annas	Pics.
Austria, Luxemburg, German States, Austrian Post Offices in Turkey ...	8	8	8	0
Belgium, Denmark, Netherlands, Switzerland, Moldavia, Wallachia, Servia.....	9	4	9	0

MAILS FOR KURRACHEE AND PERSIAN GULF.

12th July 1873.	13th Sept. 1873.	10th Nov. 1873.
22rd ,, ,,	17th ,, ,,	14th ,, ,,
26th ,, ,,	22nd ,, ,,	17th ,, ,,
*30th ,, ,,	26th ,, ,,	*21st ,, ,,
2nd Aug. 1873.	29th ,, ,,	24th ,, ,,
6th ,, ,,	3rd Oct. 1873.	28th ,, ,,
9th ,, ,,	6th ,, ,,	*1st Dec. 1873.
*13th ,, ,,	*10th ,, ,,	5th ,, ,,
16th ,, ,,	13th ,, ,,	18th ,, ,,
20th ,, ,,	17th ,, ,,	26th ,, ,,
23rd ,, ,,	20th ,, ,,	*15th ,, ,,
*27th ,, ,,	*24th ,, ,,	19 th ,, ,,
30th ,, ,,	27th ,, ,,	22nd ,, ,,
3rd Sept. 1873.	31st ,, ,,	26th ,, ,,
6th ,, ,,	3rd Nov. 1873.	29th ,, ,,
*10th ,, ,,	*7th ,, ,,	

Note.—The Steamers sailing on the dates marked with an *asterisk*, are Persian Gulf Steamers.

Registered and Ordinary letters, as well as books and sample packets, and parcels, can be posted up to 11 A.M. and late fee letters up to 12 noon on the day of departure of the steamer.

DESPATCH OF INLAND MAILS FROM BOMBAY.

REVISED TABLE of the hours for closing the Inland Mails which came into force from the 11th June and will continue so until further notice :—

MAILS.	At General Post Office. Ordinary Letters, &c.	After-Packet.	At Branch Offices.
For Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, Berar, and for the following Post Towns on the N. E. Line of the G. I. P. Railway—Wassind, Kussara, Kputpoora, Nusick, Munmar, Nandgaum, Chalisgaum ; and those from Bhosawul to Jubbulpore and Bhosawu to Nagpore.....	8 A.M.	9-30 A.M.	7-30 A.M
For all Post Towns on the N. E. Line of the G. I. P. Railway, as far as Bhosawul only.	4 A.M.	5 A.M.	5 P.M. of previous day.
For all Post Towns on the S. E. Line of the G. I. P. R. for Poona, and Madras Presidency; also for Ahmednuggur and Seroor	11-30 A.M.	12 NOON.	11-30 A.M.
For ditto on the S. E. Line of the G. I. P. Railway, as far as Poona, Deccan, and S. M. Country, ...	7-30 A.M.	8 A.M.	5 P.M. of previous day.
For ditto on the B. B. and C. I. Railway for Guzerat, Kurrachee, Sind, Kattiawar, and Kutch.....	4 A.M.	6 A.M.	5 P.M. of previous days.
For ditto in Southern Concan, i.e., for Penn, Nagotna, Mhasi, Khed, Dapoolee, and Rutnagherry	6 A.M.	.....	5 P.M. of previous day.

Registered letters and banghy parcels for despatch by all mails will be received, except on Sundays, from 10 A.M. to 4 P.M.

THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers :—

Subscription for One Year	(*Post Free*).....	Rs.	42	0 0
Half Year.....	*ditto*	,,	24	0 0
Three Months	*ditto*	,,	14	0 0
One Month	*ditto*	,,	5	0 0
One Week	*ditto*	,,	1	8 0

The above rates are for subscriptions paid *in advance*.

"BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Pall Mall Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes* ; specially-written Money and Commercial Market and Freight Reports ; Leading Articles on the principal topics of discussion in India ; and all the Local and General Intelligence of the Week.

The Edition for Indian Subscribers also contains the Telegrams received from Europe during the Week, and the Special London Correspondence, Political, Commercial, Military, and Sporting, published in the Daily *Bombay Gazette*.

A specimen copy will be sent on receipt of address.

Subscription for One Year, *Post Free in India*, Rs. 12.
Postage to England, Rs. 6-8 per annum.

BOMBAY PRICE CURRENT.

THE *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Over and Mail for Europe.

Per Annum	Rs	10	0
Per Copy	,,	0	4

TO RESIDENTS OF POONA.

RESIDENTS of Poona may obtain the *Bombay Gazette* DAILY at MESSRS. TREACHER & CO.'S, or MESSRS. PHILLIPS & CO.'S, POONA, price, 4 annas. Also, on Saturdays the INDIAN EDITION of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

NOTICE.

THE GREAT NORTHERN INDIA LEGER SWEEP,—1873.

COMMITTEE OF MANAGEMENT.

LIEUT.-COLONEL G. DALRYMPLE HAY, B.S.C.
CAPTAIN FISHER, 4th Hussars.
C. E. HERBERT, Esq.
B. E. DOMVILLE, Esq., R. H. A., Hon. Secretary.

Tickets Rs. 10 (ten) each, cash.

Five per cent. will be deducted for the benefit of the Murree Racket Court Building Fund, the "Peshawur Vale" Hunt and Race Funds, and Rs. 500 for the Rawul Pindee Race Fund.

Rs. 1,000 (one thousand) will be divided amongst those who draw "starters."

After deducting all expenses the residue will be divided :—

The winner to take two-thirds.
The second horse to take one-quarter.
The third horse to take one-twelfth.

To close on Tuesday, 2nd September, and drawing to take place the same day at the Murree Club.

Application and remittances to be made to
THE HONORARY SECRETARY,
Murree.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTHS.

GLASS—July 11th, at Dugshaie, the wife of Major H. E. Glass, H. M. 37th Regiment, of a son.
ROGERS—July 15th, at Chepauk, the wife of Major H. F. Rogers, R. E., of a daughter.

MARRIAGE.

SLATER-BEAN—July 14th, at St. Paul's Cathedral, Calcutta, by the Rev. W. Crawford Bromehead, John Samuel, third son of the Rev. S. Slater, of Simla, to Jessie Frances, only daughter of John Bean, Esq., Surgeon Major, Bombay Medical Service, retired.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Daily "BOMBAY GAZETTE," *and the* "BOMBAY GAZETTE OVERLAND SUMMARY," *are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.*

The Bombay Gazette.

SATURDAY, JULY 19, 1873.

WE are sorry to see the *Indian Statesman* joining the pack in hunting down Mr. Souter's reputation. Our contemporary is entitled to pronounce its opinion about that gentleman, but it ought to be careful that it does not injure the cause it seeks to serve by indulging in general statements which (to say the least about them) are unjust exaggerations. It is not correct to say that the Bombay Police are notoriously deficient in detective ability and are by no means successful in the prevention of crime. Putting aside our own observations, which certainly inform us that the Bombay Police are wonderfully efficient (bearing in mind the classes from which their ranks are recruited), we are content to abide by the opinion expressed by His Excellency the Governor in Council on the Government resolution on the last Police Report. "In conclusion," says His Excellency, "I would remark that the present returns are "the more gratifying as they show that the "reductions carried out during 1871 were not "excessive and have in no way interfered with "the efficiency and success of the Bombay Police "in preventing crime and in bringing offenders "to justice." Let our contemporary refer to that resolution and say whether it thinks that it is justified in repeating what has come to be regarded as the usual anti-Police claptrap which was born in Church-gate Street and has been sedulously nursed there ever since. This is a subject to which we shall recur, in order that we may if possible counteract some of the unthinking prejudices which are now being indulged in at the expense of our peace preservers.

The Report of the Indo-British Institution for last year is so far interesting that the proposed scheme for amalgamating the Institution with the Education Society's Schools at Byculla has been finally knocked on the head. It has been ascertained by "a careful perusal and "consideration of the title-deeds and other "papers relating to the standing and history of "the Institution" that amalgamation cannot be recommended, and so the Institution will continue to pursue the even tenor of its way unmolested by the larger and less impoverished School at Byculla. Perhaps every friend of charitable Christian schools in Bombay will rejoice that "George Caldy's schools" are not to be extinguished. It is lamentably true that these schools have maintained but a very feeble existence during the last few years. The annual complaint of want of funds has been regularly made and as regularly disregarded by the public The deficiency of funds has produced a half-active half-dead institution. The numbers of children in the institution have been kept reduced to enable the schools to go on at all, and the hand-to-mouth-existence which has been maintained even when the number of children in the Institution has been reduced to a minimum of forty-five, is most pitiable to contemplate. For eleven years no repairs have been made to the buildings because there were no funds to pay for this most necessary work. Even the daily bread of the few poor children who find a home and Christian education in the schools has not been sure for a month at a time. Happily when collapse has threatened, a few generous people have come to the rescue of the school's with the most liberal donations in the very moment of extreme distress. Last year Her Highness the Begum of Bhopal sent a donation of Rs. 700, Sir Cowasjee Jehanghier Rs. 500, His Highness the Maharajah of Kholapore Rs. 100, and four masonic lodges Rs. 270. These donations were most welcome because unexpected ; the generous donors were in no way connected with the charity, and they put to the blush the utter coldness and deadness of the resident Indo-British community, whose contributions to the Institution are quite unworthy of them. At most but a dozen members of this community give anything to the charity. We know that there are not many individuals of the Indo-British who can contribute largely to Candy's schools, but there must be two hundred at least who can contribute a rupee every month, and two hundred who can pay eight annas monthly. We can well believe that the want of contributions from the Indo-British public of Bombay to the *only* charitable institution which has a special claim upon them, arises more from want of thought than from want of feeling, and in calling their attention in this public manner to a want of duty on their part, we do so in the persuasion that it is good occasionally to remind thoughtless people that there is something better worth living for than self. Year by year the Committees of Candy's schools have declared at the annual meetings the apparent want of sympathy evinced by the class of people who were most bound to interest themselves in the welfare of the schools, but these open expressions of opinion have apparently done no good. The destitution that has continually threatened the Institution has been eloquently put forth by those benevolent individuals who have gathered together large numbers of the public—European and Indo-British—at the evening concerts which were got up for the express purpose of keeping the schools alive by adding to the funds. It was to be expected that appeals made in this way would awaken those most directly interested in the schools to a sense of their duty, but up to the present time the feeling has not gone home to the minds of the Indo-British public that they are mainly responsible for the permanent existence of the schools. Now that the amalgamation of the Indo-British with the Byculla Schools is found to be impracticable, and that the former institution must endeavour to maintain an independent and useful existence, it is very desirable that new life should be infused into the charity by having attracted to it a large number of subscribers and contributors from among the classes who are necessarily most intimately associated with the Institution hitherto in name only. By coming forward with help in this way, the European community will be induced to bestow greater assistance to those who evince a laudable anxiety to help themselves.

If the proposed amalgamation of Candy's and the Byculla Schools had been carried out, Candy's schools would have become extinguished and their place inadequately supplied by the absorbing Institution. It seems better therefore that Candy's schools should continue to maintain an independent existence, looking for that increased public support to which they are justly entitled.

LATEST INTELLIGENCE.

[REUTER'S TELEGRAMS.]

PARLIAMENTARY.

MR. FOSTER'S EDUCATION BILL.

LONDON, 17TH JULY.

Sir Sydney Waterlow, Lord Mayor of London, has been created a Baronet, and the Order of Knighthood has been conferred on the Sheriffs in recognition of their services during the recent visit of the Shah to London.

In the House of Commons Mr. Foster's Education Amendment Bill was read a second time in a modified form, the 25th clause in the Act being left untouched.

Her Majesty the Queen, in replying to the address of the Commons, promises to encourage the adoption of friendly arbitration between the Great Powers on international rules and on every favourable opportunity.

The certificate of the captain of the City of Washington has been suspended for one year.

The Carlist cause is making way in Spain.

LONDON, 17TH JULY, AFT.

The Liverpool Cotton Market to-day closed firm, Surats quiet, and the London Cotton Market strong.

Fair Dhollera 5¾d.

The Manchester Market has been very steady.

4 per cent. Rupee Paper	97¼.	
4½ do. do.	99.	
5½ do. do.	104.	
Exchange on India.....	1s. 10

THE "BOMBAY TATLER."

An amusing theatrical device was resorted to by the defence in the Towers of Silence case. It may be remembered that during the trial the fact was once or twice mentioned that all the prisoners were very differently dressed from what they were upon the day when the alleged riot took place. Then they were disreputable-looking and dirty, but in the dock they were arrayed in garments of snowy purity and speckled hats of considerable shininess. In fact they all looked like good and respectable members of society, and the moral effect of the transformation upon the intelligent jury must have been very much in the prisoners' favour. Widows owe much of their success to the way in which they spread out the garments of humility and grief. Were not the jury in the Bardeil *versus* Pickwick trial profoundly affected by the weeds of the widow and her judicious application of a handkerchief to her eyes? And why should not the prisoners in the Towers of Silence case obtain what benefit they could from a scenic display of the garments of innocence? Mr. Anstey had only to look at his clients to feel proud of them and arouse anew in his breast his manly feelings of indignation that a cruel, heartless police should dare to touch those amiable lambs. It is at the same time a pity that the lambs were not put in possession of the opportunity of being nobly affected by what they saw of Mr. Anstey's dress when the punkah or a puff of wind happened to blow his gown aside.

At last the Bombay Exhibition medals are on the fair way to be distributed, the successful competitors receiving circular intimation on Thursday of what prize they had been fortunate enough to be awarded. If time were a means for the Medal Committee coming to correct decisions, the awards which they have now made ought to be perfect models of justice. I believe that the Gaekwar is to be presented with the first gold medal of the Exhibition; this is partly because of his chudder, but greatly, I suppose, because it would never do to present the ruler of Baroda with a secondary prize. To me it appears that the most fortunate exhibitors have been the Gaekwar and the Murree Brewery Company—the one for so easily getting the best gold medal, and the Company for producing such excellent beer that the Tasting Committee sent them a medal long before any were received by the exhibitors of tasteless wares. One of the exhibitors, who is fully aware that he and not the Gaekwar ought to have obtained the first gold medal, has dashed off the following startling question for the consideration of the Prize Committee:—

"If beer and power gain the prize
'Gainst merit which has nobly striven,
Would beer and power gain the prize
In contests for a seat in heaven?"

My friend the disappointed exhibitor fully believes that the Committee in order to be consistent would answer in the affirmative.

As there has been some interest excited about the baby leopards in Hummum Street, I may tell you how they have been getting on since I wrote to you. They are still weak, and still rush at bare toes in a very "groggy" style. The more impudent of the two met a serious accident on Wednesday, although, be it said to its credit, it had not been imbibing anything stronger than milk. It had been climbing about the room, and apparently nothing would do it but it needs must clamber to the window sill. Here it wobbled its big head about, and stared with wondering eyes at the pavement which lay exactly one storey beneath. Whether the impetus of the motion of its caput overbalanced it, or that recollections of the jungle and its orphaned state made it suddenly tired of spoon-meat and an ignoble existence in a back parlour, history sayeth not; but at all events it fell over the window. Here it naturally kicked and roared with all its little might, and a crowd of natives, numbering perhaps some thousands, soon gathered at the scene of the accident. Ten or twelve of the most daring of them ventured to pick up the poor little cub, and it was thus how it came about that Mr. Remfry was so astonished at a large procession of people entering Messrs. Hamilton and Company's establishment that he thought a daring outrage was immediately about to be perpetrated upon the jewellery. Master Leopard's injuries were at once attended to, and the best procurable surgical advice has declared that no bones are broken, but that a severe internal shaking has been sustained. His little brother has distinguished himself by biting through the teat of another Mother's Feeding Bottle, and his cheerful nature seems to have become increased by his brother's misfortune, for while the one sits sorrowfully in a corner, the other is generally either making desperate attempts to rush across the room without tumbling, or to climb safely up the leg of a chair.

Some ugly scandals are current about the "most intelligent jury" that Mr. Anstey ever saw, and I for one regret that they were not locked up from the time they entered the box until they left it. But doubtless the jury are all honourable men—at least as honest as intelligent; and they are therefore probably being most unjustly maligned by the scandals I refer to. I was struck by the appearance of one or two of them while they listened to the proceedings. I will make bold to say that one dark young man did not hear three consecutive sentences either of evidence or addresses, excepting those tit-morsels about "intelligence" which Mr. Anstey flung at the twelve wise men in the box. He twirled his whiskers round his fore fingers, then pulled out his moustache, then looked round the Court for somebody whom he never succeeded in seeing, and all the time maintained a self-satisfied grin which plainly bespoke the vacant mind. At those parts of Mr. Anstey's address which I have alluded to he perked up and smiled as if he meant to imply, "Every word you are saying is true; I feel that I myself am one of the most intelligent as well as one of the best-looking persons in Court." Another gentleman appeared to me to be very foggy from certain causes, and his portentous blinkings may or may not have been due to Vehar water and the monotony of the proceedings. The presence of the Parsee among the jurors struck me as a most skilful stroke of policy which the counsel for the defence had made. While that Parsee remained on the jury, a verdict against the prisoners, even for the obvious offence of rioting, was not likely to be obtained. I am told that the feelings of his countrymen were running so strongly in favour of a verdict of not guilty that his life would have been endangered if he had given his consent to any other verdict. The last Parsee who was on the jury when Pestonjee Dinshaw was found guilty was, I am told, persecuted for many a day afterwards simply because he had not stood out against that decision of the jury. Parsees are wide-awake enough to know how much a stubborn juror may defeat the ends of justice.

It probably requires no Tatler to tell you that the High Court events of the past week have created a profound sensation in Bombay. Mr. Anstey's conduct to Mr. Justice Green and Mr. Souter has been the theme of general conversation, and I do not require to tell you that it has been universally reprobated. Understand that I speak only of the European community. For some unfortunate reason even the chief and most intelligent members of Parsee society condemn the Judge and applaud the Barrister, while the more foolish members of it showed themselves in their true character the other night when they proposed to act as Mr. Anstey's horses. This trial is to be exceedingly regretted; nothing has occurred in Bombay for many a day which has done so much to open a gap between the cordiality which subsisted between the European and Parsee community. The Punchayet, I verily believe, thought that they were fighting a life-and-death battle with the authorities for supremacy, and the moral effect of the victory which the jury has placed in their hands is sincerely to be regretted for the sake of those among the native community who will be ready now to believe that money and combination can enable them to ride roughshod over law, justice, or anything that stands in their way to an object. I hear that Mr. Souter has appealed to Government for protection against Mr. Anstey's and Mr. Mayhew's slanders against him. The latter was a few months ago the acting Advocate-General, and it is instructive to learn that his conduct in abusing an old public servant is now about to be laid before the Government of which he used to be the legal guide, philosopher, and friend. In this contest Mr. Anstey is likely to get the worst of it, and the most serious consequences, so far as his connection with the Bombay bar is concerned, may occur to him if the Judges in a body meet to denounce his conduct. It may not be generally known that the Judges of a High Court have power to suspend any barrister from practising before them if they think his procedure deserves punishment so severe. Whether Mr. Anstey will be disbarred may greatly depend upon the reception which Mr. Souter's strong and eloquent appeal receives from the Government which he has always served so faithfully. There seems to me to be no reason why he, simply because he is a public servant, should be denied the power to take the steps against Mr. Anstey which any private person would be able to exercise if he thought he had been grievously wronged.

It has become evident within the last few weeks that Bombay has obtained an addition to her treasures in the shape of a personified overflowing bowl of sentiment. We allude to Mr. Sidney Blanchard, who has just been doing the "Rommany Rye" into verse. "Rommany" evolved from his consciousness what he called a "pretty saying" which the Arabs have, referring to "their free nomadic life;" and no sooner does the sensitive poet hear that the "free nomads" are in the habit of saying, "God has given the Arabs turbans for diadems, swords for fortresses, tents for houses, and poems for laws," than he is seized with an afflatus and straightway breaks forth into song. The result followed which any one might have expected who had noticed the admiration which budding poets and poetesses express for the objects of their laborious raptures. A young lady sees an erotic sparrow, and in a short time the world hears of "I would I were a bird;" a Hindoo student reads of the glories of the throne of Delhi, and writes a noble apostrophe commencing, "I wish that I were the mighty Mogul;" and so Mr. Sidney Blanchard reads the "Rommany Rye's" Arabian proverb, and exclaims—

"An Arab's wild life for me,
With scorn for the dwellers in houses—
Our tents are the home of the free,
And faithful and few are our spouses."

There are more verses like this which tell us about "the Desert disdaining the Urban," and laws becoming poems that

"Waken the will
"In harmonies grand and undying;"

but I am satisfied with the lines I have quoted. You will observe that the sentiments are Bohemian on the whole; and I shall not be a bit astonished if the poet henceforth raises a tent in the middle of the Rotten Row to illustrate his admiration for Arabs. If, however, he should persist in his ambition to possess spouses "faithful and few," I shall certainly send a padre famed for austere morality to interview him, and he shall not be excused on the ground that the number of wives he wishes is not great after all. Such rash and dangerous polygamic tendencies I have seldom heard more openly declared. Why, one would think that Mr. Sidney Blanchard meant to say that he wanted to be a Mormon instead of an Arab! He reminds me of the love-lorn gentleman who in a temporary fit of the "blues" declared that he would go to Africa—

"There the passions, cramped no longer, shall have space
to breathe, my cousin!
I will wed some savage woman—nay, I'll wed at least a
dozen!"

I hope that "Rommany Rye" will not discover any more pretty sayings about "free nomads," or even about inhabitants of the Cannibal Islands, else the effect upon Mr. Sidney Blanchard, who certainly will endeavour to tell them over again in "harmonies grand and undying," may prove too much for his aspirations and sensibilities.

Have you noticed what a passion for outdoor sports has recently seized Young Bombay? There is never a night now when fun of some sort is not going on in the neighbourhood of the Bandstand. The polo players have commenced a new game, which very successfully combines tat-racing with manual dexterity. A number of erections (not very elaborate, consisting only of two upright posts set a little apart) are placed along a horse-shoe course about five hundred yards long. On a given signal the players start together, each provided of course with his club and ball, and their object is to be quickest in driving the ball between the whole of the posts and reaching the winning-post first. As a player frequently drives his ball outside of the posts and has to turn and hammer at it until he gets it through, some clever riding is very often exhibited. This game can easily be made the subject of a little mild betting, and the other night when young What-d'ye-call-him's sturdy little bay landed him the winner, I believe that he was the means of making five or six rupees change hands then and there. Polo is a game in which even the tats take an immense interest; and really it has once or twice appeared to me that some of the little rascals cunningly kick the ball in order to help their riders. I mentioned this belief to Smith the other night, and he assured me that there was no doubt I was right, for that he himself had seen an unusually smart pony bring forward one of its hind legs and kick the ball into its mouth and gallop off with it as if for dear life until it reached the goal, when of course it dropped it. While Smith was telling me this, I looked him hard in the face, but his countenance was so beautifully serene that I could only remark that the pony was a very wonderful one indeed—a remark in which he concurred. A few bold riders have started tent-pegging, but I who have seen a long Indian file of Bengal cavalry pick up their pegs with unerring precision, even when the horses were dashing along at the greatest speed, did not think much of the Bombay tent peggers. To be sure one gentleman did very well, but of the others who followed him, I can only say that they require more practice at the pastime than they appear to have had. At present the best bits of the performance are the speed at which the horses go, the vague ideas which the riders have of the *locus in quo* of the tent-pegs, and the narrow escapes which some of them have of being hoisted out of the saddle when their spears go full dab into the ground. Of the other sports at the Bandstand, foot-ball and scandal are the chief. You may observe a similarity between these two sports in this, that the more "forward" the players, the more vigorous the game, while the more ugly tumbles in the mud that are administered, the greater the excitement, if not the pleasure, of those who witness them. But I am afraid I am becoming deeply philosophic—no fear of that, you say?—very well, thank you—I shall leave off; but I am not unkind enough not to advise you to step down to the foot-ball ground some night when play is going on. It will do you good. When you see the wrestling, the running, the kicking, and hear the shouts of, "Go it, So and so?" your old heart will leap within you, and compel you to forget for a moment the verdict of the "intelligent" jury, if it does not even make you shriek an involuntary "Go it!" while you wave your editorial umbrella over your furrowed editorial brow in a state of frantic enthusiasm.

GREAT INDIAN PENINSULA RAILWAY.

Statement of Traffic, week ending 12th July 1873.

Open 1,266½ Miles.	Rs.	a.	p.
Coaching	72,188	5	8
Merchandize	89,652	15	6
Electric Telegraph	460	13	0
Municipal Trains, &c.	632	8	0
Total Rs.	1,62,884	10	2
Corresponding week last year, open 1,266½ miles. Total Rs.	1,90,477	4	3
Decrease Rs.	27,592	10	1

RELIGIOUS SERVICES.

SIXTH SUNDAY AFTER TRINITY, 20TH JULY, 1873.

ST. THOMAS'S CATHEDRAL.

7-20 A.M.—1st Celebration of Holy Communion.
11 A.M.—Morning Prayer and Sermon, with 2nd Celebration of Holy Communion. Hymns 328 and 207.
4-45 P.M.—Catechising.
5-30 P.M.—Litany.
6 P.M.—Evening Prayer and Sermon. Hymns 194 and 168.
Anthem—Like as the Hart.
The offertory will be devoted as usual.

HOLY-DAYS,

Friday, 25th, being the Feast of St James, Ap. and Myr., Holy Communion will be celebrated at 7-30 A.M.

ST. JOHN'S CHURCH, COLABA.

7-30 A.M.—Holy Communion (Celebration).
11 A.M.—Morning Prayer. Hymn 311.
6 P.M.—Evening Prayer and Sermon. Hymns 309 and 11.
The offertories will be devoted as usual.

CHRIST CHURCH, BYCULLA.

11 A.M.—Morning Prayer and Sermon. Hymns 282 and 162.
11-55 A.M.—Holy Communion. Offertory to be devoted as usual.
6 P.M.—Evening Prayer and Sermon. Hymns 172, 170 and 11.

HOLY TRINITY CHURCH, SONAPORE.

11 A.M.—Morning Prayer and Holy Communion with Sermon. Hymns 22 and 195.
6 P.M.—Evensong and Sermon. Hymns 176, 335, and 386.
The offertory as usual.

ST. PAUL'S CHURCH, KAMATHIPOORA.

7-30 A.M.—Holy Communion in English.
9 A.M. and 3 P.M.—Tamil Services.
4 P.M.—Evening Prayer and Sermon in Marathi.
6 P.M.—Evening Prayer and Sermon in English. Hymns 142 (Pt. I), 166 and 179.

ST. ANDREW'S CHURCH, APOLLO STREET, FORT.

11 A.M.—Morning Service.
Psalm 98, (Tune Huddersfield—106.)
Hymn 100, (Tune Mariners—327.)
Hymn 69 (Tune Missionary Hymn—246.)
6 P.M.—Evening Service.
Psalm 31 (Tune Howard—105.)
Hymn 137 (Tune Amberg—364.)
Psalm 19 (Tune Dunfermline—68.)
Anthem—Holiest, breathe an evening blessing: page 105
Collections for Church expenses.

FREE CHURCH, ESPLANADE.

11 A.M.—Morning Service. Psalm 27. Hymns 6 and 130.
6 P.M.—Evening Service. Psalm 42. Hymns 373 and 57.

BANGALORE RACES.

SECOND DAY, 18TH JULY 1873.

(SPECIAL TELEGRAM FOR THE "BOMBAY GAZETTE.")

BANGALORE CUP.

Mr. Atlas's ..... br. w. c. Little John 1
Mr. Ali Abdoolah's ..... b. mas. m. Coquette 2

MYSORE CUP.

Major Lindsay's ..... c. a. h. Desert Born 1

ARAB PLATE.

Mr. Covey's ..... br. a. b. Marquis 1

THE WALER PURSE.

Mr. Covey's ..... br. aus. g. Timbertop 1

FIRST DAY—TUESDAY.

We have already published the result of the first day's racing, which we received by special telegram, but we have received the following additional particulars:—

THE MAHARAJAH OF MYSORE'S CUP was won easily by Desert Born, distance 1½ mile, in 3 min. 4 sec. The order was—

Desert Born	1
Eldrum	2
Sauna	3
Adonis	4

Crossbee won the MAIDEN GALLOWAY PURSE, 1¼ mile, in 2 min. 36 sec. The galloways came in—

Crossbee	1
Mir Akbor	2
Saluda	3
Royalist	4

For the STEWARDS' CUP—

Marchioness	1
Little John	2
Carlow	3

Distance R. C.—time, 2 min. 25 sec.

THE CRITERION, R.C. G.R., was won in 2 min. 33½ sec. by Lorraine, followed next by Brilliant, and by Arab Chief 3rd.

PROSPECTUS OF MHOW RACES, 1873.

NOVEMBER 18TH, 20TH, 22ND, AND 25TH.

STEWARDS.—Major-General Montgomery, C.S.I.; Colonel Watson, V.C., C.B.; Colonel Wallace, C.B., R.H.A.; Colonel Howard Vyse, 3rd Hussars; Colonel Farquharson, 16th N.L.I.; Capt. Huyshe, D.A.Q.M.G.; Lieutenant Temple, 49th Regiment; and Mr. C. Cheyne.

FIRST DAY—TUESDAY, NOVEMBER 18TH.

"The Pony Plate."—Rs. 100 from the fund, added to a sweepstakes of Rs. 30 each, p.p., for all ponies 13-2 and under. 13-2 to carry 10 stone. 2 pounds allowed for every quarter of an inch under. To close and name the day before the race. The straight half-mile.

"The Derby."—Rs. 400 from the fund. For maiden Arabs. Weight for age. Horses that have never started before the day of naming allowed 3 pounds Entrance on or before 15th August, Rs. 50; 1st October, Rs. 100; 15th November, on which day the race closes, Rs. 200, with a sweepstakes of Rs. 50 for each horse declared to start. One and a half miles.

"3rd K. O. Hussars Subaltern's Cup."—On its terms.

"The Galloway Race."—Rs. 250 from the fund. For all galloways. Weight for age and inches. Maidens allowed 7 pounds. Winners 7 pounds extra. Entrance on or before 1st October, Rs. 50; 15th November, on which day the race closes, Rs. 100, with a sweepstakes of Rs. 50 for each horse declared to start. One and a quarter miles.

SECOND DAY—THURSDAY, NOVEMBER 20TH.

"The Selling Stakes."—Rs. 200 from the fund, added to a sweepstakes of Rs. 30 each, p.p. Arab and country bred horses entered to be sold for Rs. 400 to carry 8 stone, 5 pounds more for every additional Rs. 100. Australians two and a half stone extra. Surplus over selling price to go to the fund. To close and name the day before the race. One and a half miles.

"The Whim."—Rs. 300 from the fund. For all horses. Maidens allowed 7 pounds. Winners during or before the meeting to carry 7 pounds extra. Entrance Rs. 50. To close and name the day before the race. One and a half miles.

"A Purse of Rs. 500. presented by H. H. the Nawab of Jowrah"—For all Arabs. Weight for age. Maidens allowed 7 pounds. Winners, once 5 pounds, twice 7 pounds, three times or oftener 10 pounds extra. Winner of the Derby 5 pounds extra in addition to other penalties. Entrance on or before 15th August, Rs. 50; 1st October, Rs. 100; 15th November, on which day the races closes, Rs. 200, with a sweepstakes of Rs. 50 for every horse declared to start. Two miles.

"The 3rd King's Own Hussars' Challenge Cup."—A piece of plate value Rs. 1,500, presented by the officers of the 3rd King's Own Hussars. For maiden Arabs. Open to officers on full pay of the army serving in India. The cup to be won three times before becoming the property of the winner. Six years and aged to carry 10 stone; 5 years, 9 stone 9 pounds; 4 years, 9 stone 1 pound; 3 years, 8 stone 1 pound. Entrance on or before 15th September, Rs. 100; 15th October, Rs. 150; 15th November, on which day the race closes, Rs. 200, with a sweepstakes of Rs. 80 for all horses declared to start. Should money from the fund be available, it will be added for this race. G. R. One and a half miles.

THIRD DAY—SATURDAY, NOVEMBER 22ND.

"The Welter"—Rs. 300 from the fund. For all horses. Weight for age and class raised 3 stone. Entrance on or before 1st October, Rs. 50; on 15th November, on which day the race closes, Rs. 100, with a sweepstakes of Rs. 50 for each horse declared to start. G.R. Three miles.

"A Cup or Purse, Rs. 500, presented by H. H. the Maharajah Holkar."—For all country-breds Weight for age. Maidens allowed 7 pounds. Winners 7 pounds extra. Entrance on or before 15th August, Rs. 50; 1st October, Rs. 100; 15th November, on which day the race closes, Rs. 150, with a sweepstakes of Rs. 50 for each horse declared to start. One mile.

"Pony Handicap."—Rs. 150 from the fund, added to a sweepstakes of Rs. 20 each. Three quarters of a mile.

"The Dhar Cup or Purse of Rs. 500, presented by H. H. the Rajah of Dhar."—For all maidens. Weight for age and class raised 21 pounds. Winners prior to the race 7 pounds extra. Entrance on or before 15th August, Rs. 50; 1st October, Rs. 100; 15th November, on which day the races closes, Rs. 150, with a sweepstakes of Rs. 50 for each horse declared to start. One and three-quarter miles.

FOURTH DAY—TUESDAY NOVEMBER 25TH.

"The Mhow Steeplechase"—Rs. 250 from the fund. For all horses. Weight for age and class raised 3 stone. Entrance Rs. 50. G.R. About two and a half miles over the Steeple Chase Course.

"The Winners' Handicap."—Rs. 200 from the fund. Forced for all winners except those of the Pony, Galloway, Steeplechase and Selling Races, at Rs. 50 for each race won. Optional to losers at an entrance of Rs. 50. Two miles.

"The Losers' Handicap."—Rs. 300 from the fund. For all horses that have started and not won during the meeting. Rs. 30 entrance. One mile.

THE CHAMBER OF COMMERCE.

A special general meeting of the members of the Chamber of Commerce was held at the office on Wednesday afternoon last. The Hon. J. K. Bythell, Chairman of the Chamber, presided. The proceedings were commenced by the reading of the advertisement convening the meeting by the Secretary, after which, on the motion of Mr. J. G. Smith (Messrs. Ritchie, Steuart and Co.), seconded by Mr. H. E. Bright (Messrs. Wallace and Co.), the Hon. J. A. Forbes was unanimously elected Deputy Chairman in the place of Mr. J. Macalister, proceeded to Europe. The Chairman then spoke as follows:—

GENTLEMEN,—As it is now more than seven months since we last had a general meeting of the Chamber, I hope you will excuse me if I detain you by making a few remarks on some of the topics that have occupied the attention of your committee in the interval. If we had followed our rules strictly we should have called a meeting to report progress three months ago, but in the absence of any subject requiring immediate attention we considered it better to refrain from troubling you in the midst of the hot weather and the busy season.

THE PORT TRUST.

It will be remembered that a special committee of twelve members of the Chamber was appointed in October last to analyze and report on the Port Trust Bill, and that the recommendations of this committee were subsequently adopted with some slight modifications at a general meeting. The list of suggested amendments which was sent to Government in due course was carefully considered by the Legislative Council, and you will find that most of the changes recommended by the Chamber were introduced into the bill on the second reading. Government showed in fact throughout the discussions on the Port Trust Bill an earnest desire to give proper and fair consideration to all representations, and ample time was granted to those who had anything to say on the subject; for the bill was made public when read the first time in October, and did not pass the third reading until March. An extraordinary amount of misapprehension appears to exist with regard to the financial position of the Trust and its probable effect on the trade of the port. And I may also remark that some of those who have written publicly on the subject of late have shown a considerable amount of forgetfulness—to use a very mild term. Let me give one example. I am sure we all expected that many people would from a variety of motives—mostly no doubt disinterested, some possibly interested—abuse the Chamber for urging Government so energetically to establish a Port Trust without delay, and thus give the non-official community some share in the management of our port and its traffic; but many of you like myself must have been quite astonished to see the Chamber charged a short time ago with supineness in the matter. The most wonderful part of the charge was that we were said to be supine (I think one would-be facetious writer asked whether the Chamber was still in existence) because we had done nothing to back up a memorial which was sent to the Viceroy rather late in the day asking him to veto the bill, and which was mainly directed against a section that was inserted in the bill at the special request of the Chamber. It certainly was rather good to see the Chamber charged with being supine, because we did not turn round and make ourselves ridiculous by asking the Viceroy to refuse to sanction the bill until a section inserted on our own recommendation was expunged. This ludicrous criticism will give you an idea of how carelessly this question has sometimes been discussed. It is indeed much to be lamented that some of those who have favoured us with their views on harbour matters publicly of late should not have first been careful to study the whole of the published Government correspondence and other documents necessary to a proper understanding of the subject, because the general public who have not either the time or the inclination to study such a dry mass of figures themselves are of course apt to look upon some haphazard utterly erroneous statement as being a true representation of the facts of the case. The one important accusation brought against the Port Trust is, that it has been and will be the cause of placing such a load of debt on the port that our trade will eventually be destroyed and Bombay ruined as a great commercial centre. Now it is difficult to understand how such an erroneous idea can have arisen. The Port Trust, so far from adding to our burdens, is almost certain to make them less than they would have been and to cause them to press less unfairly on the trade than they would have done eventually had the merchants and other non-official inhabitants of the city continued to have no voice in the management of the port. The Port Trust has had as much to do with creating the English national debt as with creating our port debt. The whole debt was incurred by Government, in most cases, without consulting any outsiders, without asking the opinion of this Chamber, without indeed taking any steps to ascertain whether the merchants, European or native, considered the expenditure would be likely to be productive of any good to the trade or not. Allow me to draw your attention for a moment to the facts of the case. It was in July 1869 that the Elphinstone property was bought, and the first official announcement we had that the trade was to pay for it was when the Bunder Fee Act was brought out in 1870. From that time forward this Chamber was continually urging the Government of Bombay to divulge the secret of its financial arrangements, and let the public know what the trade would be called upon to pay. Our efforts having proved fruitless a general meeting of the Chamber was held in January 1872, to consider what course should be adopted, and it was then decided to memorialize the Viceroy to give us the information we failed to obtain in Bombay. Our request was acceded to, for in the March following we received extracts from the correspondence giving the main details of the negotiations. The debts accepted by the Government of Bombay in 1869 on behalf of the port was £2,830,000, and since then about £220 000 have been expended, say in all to date, three millions sterling. The Government of India, on hearing however that Bombay could not possibly pay interest at 4½ per cent, per annum on such a debt, agreed to make very liberal reductions. First of all the Government of India gave to the port several valuable properties which cost over £500,000, gave also the income derived from fees of various kinds levied on the old free bunders of about £3,000 per annum, which amount capitalized at 20 years' purchase was equal to a gift of another £100,000, and agreed to pay one rupee per head on all troops landing or embarking and bunder fees on all stores. The substance of the financial arrangement stated briefly is this—the Trust is in possession of the whole of the Elphinstone property and of the other properties and privileges I have just mentioned, but pays interest only on the first cost of the Elphinstone property, £1,860,000, and on £220,000, which have been expended on the Trust's properties since they were given over by Government. It has therefore a debt of about £2,080,000 on which it pays interest for a period of ten years at the rate of 4 per cent. per annum only, although the Bombay Government promised to pay when the money was lent 4½ per cent., and although the money actually cost the Government of India 4½ per cent. After perusing this correspondence it was seen that two courses were open—First, to agitate for a further remission of the debt, and secondly, to accept the liberal terms offered by the Government of India and endeavour to co-operate cordially with Government in improving the condition of our port. Suppose the mercantile community had adopted the former course. The adjustment of the financial position as it now stands took nearly three years' correspondence between the Government of India and Bombay, and if we had followed the advice of some members of the community and gone first to the Government of India, then if necessary to the Secretary of State for India, and finally brought the question before Parliament in order to get the Elphinstone Land Estate taken off our hands, we should certainly have frittered away five long years, during which time, be it observed, we should still have been paying interest on the debt because the bunder fees which were levied for more than two years before the Trust came into existence would have had to be paid by the trade while the negotiations were in progress. And it should also be remembered that while the agitation was going on no improvements, no important works of any kind, would have been undertaken in our harbour, for the Government of India stated plainly that it was their determination to give no money, either for docks, basins, piers, or anything beyond maintenance of exting works, until the Port Trust was formed and gave Government its advice. And even supposing the agitators had eventually got rid of this great bugbear,—the landed estate,—can any one seriously believe that the port would then have been allowed to keep all the other property that has been given over free of cost by the Government of India? I do firmly believe that had Government eventually cancelled their gifts, and in return taken the whole of the Elphinstone land estate off our hands at cost price, the port would have been a heavy loss in the end & portion of that land is now yielding a good revenue, and as soon as basins, docks, or piers are built on the property, the land estate along with the other properties given in will prove to be the best bargain the port could have made. We elected however—and I still believe wisely—to refrain from re-opening the financial question and to urge Government to establish the Trust at once. We may, gentlemen, have been supine in some matters, but we certainly were not in this, for we neglected nothing that was likely to help us in attaining our object, and, as you all know, we have been successful. No new expenditure can now be incurred without the mercantile community having the opportunity of expressing an opinion, whereas formerly the public had no check on expenditure, and the people for whose benefit the expenditure was supposed to be incurred were often not even consulted. Those who say that the formation of the Trust makes our debts any more binding than they were before must on reflection see what a mistaken idea they have got hold of. It is true that the bill says all money advanced by Government to the Trust must at once commence bearing interest, and that the bill gives Government power to order the fees and dues to be increased if the income prove insufficient; but the Government of Bombay had accepted the debt and undertaken to enforce those conditions before the Port Trust Bill was brought out, and would have enforced them if the Trust had never been formed. Government had this power conferred on them by special legislative enactment. Under Act 5 or 1870, the Bunder Fee Act, they could levy whatever fees they might find to be necessary, and the Port Trust Act gives therefore no new power in that respect. In point of fact the Port Trust Act merely provides that the management of the port and its traffic, instead of being as heretofore solely conducted by Government, shall henceforth be in the hands of a board; and I maintain that if it should at any future time be unfortunately found that decreasing trade makes it a hardship to pay the interest on the whole debt, a reduction is much more likely to be obtained if the negotiations are conducted by a Port Trust Board than if conducted by a Government department crowded with other duties and necessarily much less in earnest. And we have abundant evidence that the Government of India will listen to reason and be liberal, because immediately after making such a large reduction in our debt they have promised, as you are aware, to find a million sterling should so much money be required, for the purpose of making docks or basins at the Elphinstone estate, and have promised to defer demanding interest until the works are ready to be used and capable of earning an income. I really think any one who will take the trouble to study the whole financial question, as detailed in the voluminous correspondence, must admit that after such liberality on the part of the Government of India it would be mean and petty on our part to ask for anything more at present. I object as strongly as any one to burdens being placed on our trade, but, gentlemen, you must all admit there is a vast difference between unnecessary, unjust taxation and paying a fair price in return for accommodation received; and take it all in all, I have no hesitation in saying the trade at this moment is not paying much, if anything more than what is a fair return for the accommodation it receives. I adhere still to the opinion that it would have been much better had Government left the Elphinstone property in the hands of a private company, which for its own interest would have been compelled to try the experiment of building docks instead of the risk being thrown, as it now is, on the hands of Government; but those who speak as though the whole or even a larger portion of the income of the Trust would have been saved to the trade—that is to say, would not have been levied as wharfage and storage fees had the Elphinstone purchase not been made—betray a lamentable ignorance of the subject. I know that before the date of the Elphinstone purchase we paid no bunder fees on our Manchester goods at the Custom's Bunder; but the great bulk (we may almost say the whole) of the other trade of the port paid voluntarily to the Elphinstone, the Colaba, and other private companies before Government bought the Elphinstone property, and would have continued paying voluntarily to this date had the property not been bought, a sum, in return for accommodation rendered, compared with which the extra burden imposed by the Bunder Fees Act is almost insignificant. It is the fashion to write and talk in a vague, loose sort of manner about the two millions of debt imposed by the establishment of the Trust, but if those who who so write and speak would just take the trouble to see how the case really stands they would be more careful in future.

The total income of the Port for the year end-

ing March last was	Rs.	10,24,753
Now, I find the trade paid the Elphinstone Company voluntarily during the last year of the Company's existence	Rs.	7,24,713
Add to this the income derived from the cotton trade on the new Cotton Green presented free of cost to the Trust by the Government of India		31,461
And the income formerly derived by Government from fees levied on the old free bunders before the Elphinstone property was bought		59,000
Say in all about		8,05,182
And we get a balance of	Rs.	2,18,571

Therefore the whole of the burden imposed by the purchase of the Elphinstone property is about two lacs of rupees; and that sum is mainly levied by our being made to pay a bunder fee for landing our Manchester goods, whereas formerly Government made no charge. Now will any one, speaking seriously, take it upon himself to say that because our Manchester goods are made to pay what all other goods have paid voluntarily for years, viz, a small bunder fee in return for the accommodation, our trade is in a fair way for being ruined? If this can be said with truth, then I say it must be equally true that, because the Colaba Company have for years been receiving a large income from fees on cotton for bunder accommodation, our cotton trade is in a fair way for being extinguished. I repeat that I should of course prefer infinitely to be excused from paying bunder fees on my Manchester goods; but I cannot, now that I know all the circumstances, honestly say I am being unjustly treated. I hope, gentlemen, you will pardon me for having detained you with this long statement on what must be a rather stale topic to most of you. You will however admit, I think, that as we are just commencing an entirely new, and I honestly believe a much improved, system of harbour management, it is well that there should be as little misunderstanding as possible regarding the true position of affairs. Where so many interests are involved, some people will as a matter of course differ with us in opinion. But all who take a real interest in the welfare of our trade and of our city, whatever their opinions may be, must wish to see the real facts stated and the discussion shorn of all false statements and misunderstanding. Throughout these protracted negotiations this Chamber kept to the principle that it was unjust to the mercantile community to exclude them from active participation in the management of the business of the port, and that no system of purely Government official management can be successful; and I congratulate you, gentlemen, on the success that has now attended your efforts in this respect. Another of our guiding principles has been that, although the Imperial funds ought to contribute towards the improvement of a port which is of so much importance from a military point of view, yet that it is only reasonable and just that the trade should pay a fair remuneration for the bunder accommodation provided for its use. It would be a glaring injustice to the people of India if the Imperial revenues were made to contribute the whole cost of harbour improvements in Bombay, while the trade made use of the wharves and paid nothing. We have sometimes seen a Government compelled to come forward and nurse and foster a port like a sick child in order to prevent its trade from going to a foreign country; but no one can say that Bombay requires such paternal care at present. All that she requires in order to hold her own as the port of Western India is fair play, and that is all we ask for.

THE RAJPOOTANA RAILWAY.

In one respect Bombay has had anything but fair play at the hands of Government. How many years have elapsed since the Bombay and Baroda Railway was commenced as a part of Lord Dalhousie's scheme for connecting Bombay with Rajpootana, the North-West Provinces and Punjab, and yet in spite of continued pleadings by this city and terrible warning given by the Rajpootana famine of 1869 the Railway has never been allowed to proceed further than Ahmedabad, although more favoured Calcutta has not only had her railway pushed through the North-West Provinces to the Punjab years ago, but is now actually having a line made south-west from Delhi into Rajpootana. And if we do not continue our protests, if we do not reiterate our claims, we may yet see such a ridiculous absurdity as the line being made from Calcutta round through Agra or Delhi, Ajmeer and Pahlunpoor to Ahmedabad. The Chamber has hitherto wisely refrained in all its communications to Government on this subject from advocating either the Bombay and Baroda or any other special scheme. All we have asked is that some route, which will bring Ahmedabad, Ajmeer, and Delhi into direct communication with Bombay, should be speedily carried out. We have expressed no opinion as to whether the broad or the narrow gauge would be the best, or as to the respective merits of state and private company construction. At the same time, however, I must say that my own very strong opinion is that the wisest thing Government could do would be to allow the Bombay and Baroda to make an extension on the broad gauge to Ajmeer forthwith. The company has a good deal of material on hand, has almost rolling-stock enough to work the whole distance from Bombay to Ajmeer, and could make the line more cheaply than Government could, and certainly very much more expeditiously. I understand that the company say they could make the first portion of 40 miles from Ahmedabad to Moyeana in nine months, for a cost of 55,000 per mile, and could construct the whole length from Ahmedabad to Ajmeer, 304 miles, for an average of £6,000 per mile. Now, the cheap and rapid execution of this company's extension to Wudwan and Patree give good ground for assuming that they would be able to do what they promise in extending their line to Rajpootana; and speaking for myself I should be rejoiced to hear that Government had accepted the proposal. To construct a line at enormous cost for 300 miles along the coast subject to strong competition from coasting vessels during nine months of the year was indefensible, unless the line was to be carried further. We all know, however, that it was always intended to carry the line further, and it is unaccountable how such a sensible and important project can have been shelved for so many years. Your committee, like all their predecessors in office, have neglected no opportunity of urging the Government of India to construct the line and to commence at Ahmedabad—not at Ajmeer. The Chamber's memorial on the subject was laid before the Viceroy when he was here in November last, and although he did not of course say anything definite, he virtually admitted that the extension ought to be made from this end. We wrote again to the Government of India within the last few days, asking to be furnished with information as to the result of the survey made last cold weather and if there is any hope of construction being commenced the next fine season. Continued and persistent agitation will be needed, or we may again find our claims laid on one side in favour of Calcutta.

G. I. P. RAILWAY CHARGES ON PIECE GOODS.

Another matter in which Bombay has hitherto had anything but fair treatment is that of railway charges. At the last meeting of the Legislative Council I took advantage of the opportunity when we were discussing the question of burdens on trade to point out that the excessive G I P Railway charges are a fearful drag on our import trade. Mr. Conder, the Company's General Traffic Manager, wrote to me soon afterwards under the impression that I referred only to the through traffic via Jubbulpore and pointed out that the through rates had been lowered. This letter led to some correspondence between Mr. Conder and myself on the subject, and gave me an opportunity of showing how exorbitant all but their through competitive rates are. In his last let

MEMORANDUM BY COL. ALEX. FRASER, R.E.C.B., ON MR. ORMISTON'S SCHEME FOR DEEP WATER BERTHAGE FOR SHIPS AND STEAMERS IN BOMBAY.

(Concluded from Thursday's *Bombay Gazette*.)

17. The basins and channels are to be 20 feet deep at low water spring tides. If the basins be taken out to 24 feet at low water, the extra cost will be £56,258.

18. The Musjid basin could be completed in four years, and the Elphinstone in seven years. Money would be required in the following instalments :—

1st year	180,000
2nd ,,	180,000
3rd ,,	180,200
4th ,,	123,200
5th ,,	120,800
6th ,,	93,400
7th ,,	107,830
	£985,400

19. Say that, with the sums already expended, the entire works will cost three millions sterling. How will they pay?

Mr. Ormiston shows that the area of the landed estate is 457,146 square yards, which will be worth, according to his view, Rs. 50 per square yard when the basins are made, but take it at half that, £2 10s. per square yard, and we should have a million and a quarter as a value. We have a right to assume £2 10s., as that sum was, it is understood, offered at the last auction with the property *in its present incomplete condition*. At this rate for the land estate the completed dock estate would cost 1¾ millions; but if Mr. Ormiston's figures be taken, the dock estate will be completed for half a million.

Taking, however, the higher figure, the interest on 1¾ millions at 4½ per cent. would be £78,750, or (say) eight lakhs of rupees.

The length of the walls in the Musjid basin will be 2,620, and in the Elphinstone 5,540 feet, or together 8,160 feet. This would give inside berths to about 40 vessels of 1,000 (registered) tons each. At a meeting I had the honour of attending, on the 9th inst., of the Committee of the Bombay Chamber of Commerce, we came to the conclusion that 15 days* would be a fair rule to take for the calculation of the time which a ship would stay in dock. Therefore 80,000 tons could be worked monthly in these basins in *inside* berths.

It will be observed from Appendix C, which I have drawn up from Statement A (Appendix B), being a return of shipping for 1871-72 entered in the Bombay harbour, that this amount of accommodation is within 1,600 tons of being equal to the maximum tonnage in the harbour during the most busy month (of March), when the tonnage last year was 81,638, so that the accommodation, including the outside wall frontage (1,495 feet), is more than equal to the entire present trade.

The Committee of the Chamber of Commerce further agreed with me that the savings in respect of goods landed in basins such as those proposed might be put down as a fair charge on the trade, as follow :—‡

	Rs. A. P.	
Saving in import landing charges, boat hire, hamallage, and cranage	1 4 0	per ton.
† Saving in export cranage	0 12 0	,,
By saving in time, pilfering, &c.	0 5 0	,,
	Rs. 2 5 0	

It was shown that some steamers, such as those of the P. & O. Company, carry less than their registered tonnage; that others, such as the canal steamers, carry more than double the registered tonnage. Again, many ships discharge at Bombay and go in ballast to the rice ports, and it was agreed that (subject to correction from actual weights and measurements of goods‡) the registered tonnage might be taken as a fair average on which to charge the sum of Rs. 2-5-0 per ton.

Mr. Ormiston says that the average tonnage for the four years from 1867-68 to 1870-71 was 799,314 tons, but that for last year was only 681,682 tons. § Taking the lowest mark, and we have 681,682 x Rs. 2 5/16 or an income raised of, say, £160,000, against an interest on capital expended of £80,000, and if we deduct 40 per cent. for working expenses, we should clear £96,000 every year.

If, however, we add interest on two millions already lent at four per cent., and on a further loan of one million at 4½ per cent. to capital, and deduct the annual earnings of the property in the meanwhile, we should find that the property would at this rate do little more than clear the current interest. It does not now do anything like that.

In making the above estimate, however, I have been careful to take the returns at the lowest possible values. First I have adopted a charge per ton on the goods which is, as I understand, approved by the Committee of the Chamber of Commerce. I have not taken into account increase of trade.

I have left out all vessels below 100 tons, coasting, &c., and boats which would occupy the basins in addition to the ships, and give a revenue to the extent of a charge probably on 200,000 tons more.

I have taken the lowest possible price for the land estate, and the highest possible charge for working expenses.

I have given all vessels inside berths, and have not taken into account vessels using the outside berths or the outer wharf walls.

As I believe myself that all these items will so advance as to increase income, I believe that the works will fully repay the money expended, while the whole present trade of Bombay will be completely accommodated.

20. Let us, however, take the more favourable, and I admit, from my own appreciation of the property, not unreasonable view of Mr. Ormiston, and let us suppose that money for the further advance of the works to completion is only obtainable at 4½ per cent., and that, on the principle—which is, in my opinion, an incontrovertible one—that the trade wont pay till it gets the *quid pro quo*, interest must be charged to capital. Seven years are required for the completion of the works. Therefore, at the end of seven years, with two millions already advanced, bearing interest at 4 per cent., and the remainder to be advanced as shown in the 18th paragraph, at 4½ per cent., we should have a capital expended at the end of that time, at compound interest, of £3,835,000

The value of the land estate at £5 per square yard would be	2,435,000
Cost of dock estate	£1,400,000

Supposing trade increases within the next seven years so that the basins would be working up to their full power of 80,000 tons per month, or 960,000 tons per annum, then we have an annual income at Rs. 2-5-0 per ton of £222,000

And if we add four annas per ton for the accommodation of the ship	24,000
	£246,000
Deduct—working expenses, say one-third	82,000
Annual income	£163,000

or about nine years' purchase.

21. It seems, therefore, undeniable to me that the Government must gain something, and may gain a great deal, while the trade would gain complete accommodation by the completion of these works, and that it would be financially a sound arrangement freely to advance money for their vigorous prosecution.

* * * * * *

The money to be advnced according to the amount entered in the 18th paragraph of this note. * * * * I should say the actual earnings of the docks might be safely calculated at a mean of the estimates given in paragraphs 19 and 20, and that the repayment of the capital might be looked for in twenty years, or twenty-seven years, from the first further advance of half a million, as proposed in this paragraph.

22. In regard to Moody Bay, a third of a million is required to complete the land estate, and two millions more would be necessary, probably, to complete the dock estate, and it is, therefore, to my mind quite clear—although perhaps Moody Bay might have been a somewhat better position for deep-water basins—that the advanced state of the Elphinstone stone works renders it desirable to complete them first. There is so little superiority in the position, that there is nothing to outweigh the advantages to be gained by the early completion of the Elphinstone basins. I should advise, however, that the Imperial Government confine its advances to the prosecution of the Elphinstone works, and that the Port Trust make its own arrangement for the further advance of the Moody Bay works.

23. In regard to the question of a deep-water pier, and after perusal of Mr. Ormiston's remarks thereon, I cannot recommend its consideration at all. It would not meet the requirements of the trade, it would very much interfere with the local traffic, and it would divert money from the more important scheme, having for its object the complete accommodation of the trade nearly as quickly as its partial and uncertain accommodation would be attained by means of a pier. If a pier be put up at all, my opinion is that it should be put up under the lee (north of) Cross Island, with a junction with the Elphinstone works and the G. I. P. Railway; but I do not think it should be thought of while these works remain incomplete.

24. Having therefore satisfied myself of the financial and commercial advantages of completing the Elphinstone works, I turn to the engineering questions involved. With an engineer of Mr. Ormiston's character and experience there can be no difficulty in carrying out the works he proposes as regards the foundations to the walls of the basins, or in excavating the basins to the depth required, and it will be better to consider this on the submission of the complete estimate and specification. There are two points which may, however, be briefly considered here—

I.—The depth of the excavation;

II.—The probabilities of the silting up of the basins and deepened approaches.

25. In regard to the first (I.) the extra cost of deepening the excavations from 20 to 24 feet at low water is put down by Mr. Ormiston at £56,300—not much, if it be necessary for ships of the deepest draught. I can agree, considering with 20 feet of water at all times how vessels would be water-borne, that they would not take ground even if they were to touch the ground, provided there were a cushion of mud between the ship's bottom and the rock. Therefore I should say that, provided all rock is excavated at 24 feet, or to 48 feet above the datum, I should not object to the general level of mud both for the basins and approaches remaining, as proposed, at 52.

26. The second point (II.) is that of silt, and is a more difficult one. I don't think such value can be placed on the arguments from experience as regards the Bombay harbour, as I believe beyond the keeping open the channels to the P. & O. and Government docks, no excavations below the general level of the mud banks of the harbour have been tried. The channel to the Bute dock at Cardiff is, as stated by Mr. Ormiston, a case in point of extreme value if the conditions as to nature of the bottom, &c., be the same. In regard to the basin, I should consider that there would be no more tendency to silt than there would be in the deep water approaches across the tide, while I should also agree with Mr. Ormiston in thinking that in the Musjid and Moody channels there would be little or no deposit in them, because they lie true to the tide and parallel to the walls.

I have no doubt also that the opening of these channels will "train the tide through them," and that "lying as they do in the concave shore, the tendency of the ebb, which is the more powerful current, is to pour through them from the channel between Trombay and Butcher's Island."

The only question with me is whether, owing to the excavations across the tides being below the general level of the mud banks, any movement will take place on the soft surface of these banks tending to fill up the excavation. I have no doubt that if a regular channel were formed with sides revetted to the level of the surface of the mud banks, that the only clearance which would be necessary would be due to the ordinary deposits of silt previously held in suspension in the water, and, as Mr. Ormiston observes, the water is very pure in the harbour, and this deposit would be small, and not worth taking notice of in a scheme of this nature, wherein the constant dredging is admitted to be necessary. Mr. Ormiston argues that whether the sides of the channel be revetted or not, provided a natural slope (i.e., a slope where the sides will not slip in) be attained, there will be no tendency to silt up more than is due to the deposit from the water itself. I agree to this, provided such a natural slope can be attained. I also agree that the natural slope will be better than any revetment for the reason given by Mr. Ormiston. The base due to the height of such a slope seems to me entirely to depend on the density of the mud; the nearer this approaches that of the water, provided it be not light enough to be stirred from the bottom by the velocity of the tides, the longer must the base be; but it is quite clear that there must be a limit to this, and that, the limit having been attained, the slope will stand as well as any revetment. I have no reason to doubt Mr. Ormiston's estimate of this limit as 12 to 1, but I should say that it could be easily ascertained by experiment, and as a large interest is dependent on it, I would advise such an experiment being undertaken at once, and that a report be made in submitting the complete estimate. Further enquiry might also be made in regard to the approach to the Bute dock, which is apparently in precisely similar circumstances (perhaps even less favourable, considering the greater velocity of the tides) to that proposed across the tide for the Elphinstone basins.

27. I may remark, therefore, that I see nothing in Mr. Ormiston's projects to prevent their being carried out to a successful issue, both from a financial and engineering point of view. But delay will be fatal; the works, having been once sanctioned on a complete estimate, should be vigourously prosecuted to the end, the engineering not being dependent in any way on budget arrangement, but only on the labour procurable to carry them out at the earliest possible date. My experience in marine engineering, so far as it has gone, leads me to the conclusion that any stoppage short of the legitimate end is fatal to financial success. Before sanctioning so large an expenditure, the complete estimate, criticised as to rates by the local authorities, might be sent home for comparison which any existing works, and arrangements might be made for collecting materials at once, and for the energetic prosecution of the works after the next south-west monsoon.

28. Were the works about to be undertaken by a private company I should have recommended that the land estate should be kept on hand, and let on long leases, but I think the Trust would do better to sell it outright, putting certain restrictions on the style of buildings to be erected. In order to allow of a free circulation of air, the front line of buildings might be only single-storeyed, or at all events each alternate block might be confined in height. The second line might be two-storeyed, with the alternate blocks three storeyed, and so on till the native town houses (in Dongree Cooly Street many storeys in height) be reached.

29. It will be observed that I have not taken into consideration the 4 or 5 lakhs which the estate at present clears annually; I would make that over to the trust * * * * * to improve the estate, and to complete the communications with it north and south, and for the erection of such buildings as may be necessary to secure the utilization of the landed property in the best way possible, pending its final disposal.

I see no reason for reducing the charges on the trade so far as Mr. Ormiston proposes, though should the scheme turn out as well as I expect it to do, I have no doubt reduction will be possible. Bearing in mind also that, till the craft now used for loading ships in the harbour be worn out, there may be competition with the basins, it may be advisable to reduce the charges for the first year or two, should the great saving that a ship in the stream will make by being in a basin not be sufficient to induce her to come into the latter.

30. I may explain why I have given twelve annas as the saving on export cargoes, while I have allowed Re. 1-4 for import. A great quantity of the export cotton at present goes to Colaba to be pressed; to get to the basins it would have to be taken back. Bearing in mind this, and also the fact that annually the cotton is increasingly pressed up-country before it reaches Bombay, but that if the charge for the basin for cotton exported be not reduced below what it would cost to take it on board by boats, vessels would continue to load in the stream, the Committee of the Chamber of Commerce agreed that about two-thirds the saving on the import obtained by using basins might be calculated on, five years hence, for that on the export.

31. I may also explain that the hire of boats, &c., for landing goods, is at present low, and is calculated at Rs. 1-4, against a usual cost of Rs. 1-8 per ton; but on the other hand, coal can be landed at Re. 1 per ton, and the Committee of the Chamber of Commerce considered Rs. 1-4 a fair average.

32. Finally, I would suggest, as my calculations were only put down by myself after personal discussion with the Committee, the propriety of the Government taking the opinion of the whole Chamber before acting on what I have stated as worth consideration. I think the opinion of men acquainted with the position of the proposed basins, and the value of the property, and the whole bearings of the question as it affects the trade in which they are interested, would be of the highest value and assistance to Government.

ALEX. FRASER, Colonel,
Royal Engineers.

Bombay, 22nd April 1872.

N.B.—Of course the above will be subject to modification should the complete estimates be different to what Mr. Ormiston leads me in his replies to expect, and subject also to a closer inspection of the borings from which Mr Ormiston expects the eastern deep-water approach to be better than the Moody or Southern channel.

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* The time is not always regulated by the time of unloading and loading, but by the means of collecting freight; but some vessels do the work in half, and others in double, and 15 days will be a fair average.

† See paragraph 30.

‡ See Appendices B and C.

§ See Appendices B and C.

INDIAN ITEMS.

It is said that a company is about to be registered for running road-steamers between Agra and Muttra.

THE *Indian Mirror* has heard that the Pubna rioters, who have been convicted, will be sent to some jail beyond the Ganges.

A EUROPEAN VAGRANT at Madras, named Patrick Hefferman, has been sentenced to three months' rigorous imprisonment for absconding from the work-house, of which he was an inmate.

THE Government Quinologist, Madras, has reported to Government that 85 per cent. of a patch of 2,000 cinchona trees in the Government gardens have failed to reproduce bark after being once stripped.

THE Maharajah of Burdwan had a most narrow escape of being killed, or seriously injured, lately. A large branch of a tree fell quite close to him as he was passing along near the Union Chapel at Darjeeling.

QUININE, chiretta, jullup, castor oil and cholera pills are sold by the Bengal Government at cost price in mofussil stations. The Bengalees are found to be eager purchasers of quinine and castor oil. Chiretti, jullup, and the pills are not sought after.

A HARD CASE OF SUSPENSION.—We draw the attention of the authorities to the paragraph in the Mooltan letter, which we publish to-day, regarding the suspension on subsistence allowance for five months of the ex-Barrack Master of Mooltan. We know nothing of the case beyond our correspondent's statements.

Mr. M. OWEN'S shop in Merchant Street was broken into on Tuesday night and about Rs. 500 worth of liquor, scents, boots, and miscellaneous articles extracted. The thieves got off undisturbed with their booty, and Merchant Street is one of the most frequented thoroughfares in town!—*Rangoon Mail*.

LINGUISTIC attainments do not appear to be very highly valued in Madras, for an advertisement in the last Madras Government Gazette states that a clerk is wanted for the dead-letter office in the post-office who can read and write English, Hindustani, Arabic, Bhora Arabic, Marhatta, and Guzarati; and the salary offered is thirty rupees a month.—*Englishman*.

PURCHASE OF BOOKS.—Some time ago a rule was passed by Government that all English books were to be purchased in England through the India Office, but we understand that this rule has been modified so far as relates to the education department, who are to be allowed to purchase certain English books from the Calcutta School Book Society.—*Englishman*.

A STRAY GOAT.—A native lad in Madras went into a gentleman's compound a few days since to recover a goat which had strayed into the compound and been tied up. Being withstood by the servants, he sought an interview with the gentleman, for which purpose he peeped through a crevice in the bath-room window. He was prosecuted for trespass and fined six rupees.

A FACT in Natural History important to planters has just been discovered, viz., that locusts will not eat tea-leaves. On Sunday last, so the Darjeeling paper tells us, very large flights of locusts settled on the tea gardens, reddening the surface of the ground by their numbers, but in a few hours they passed on, having devoured every blade of grass but leaving the tea bushes absolutely intact!—*Pioneer*.

THE *Rajpootana Social Science Congress Gazette* mentions, on the authority of a correspondent, the plundering of a prostitute, who was travelling in a carriage with her attendants, by a party of dacoits in the Bhopal territory. "The prostitute bravely opposed the dacoits single-handed, and killed two of their party, but eventually succumbed to numbers, and was put to death, and the whole of her property was carried away."

SOME little time ago a curious capture of illicit opium was made at Kemendine. A Chinaman with a covered basket was going along the road calling out "*yeh eeh*," when he was met by an Inspector of Police who thought he would like some of the nuts. Upon calling to the Chinaman, however, the latter attempted to make off, and thus exciting the suspicion of the officer, he opened the basket and found, not ground nuts, but tins of opium.—*Rangoon Gazette*.

A POLICE EXTORTION CASE.—The case of the two Parawallahs, who were charged with extorting some pice from three carters in the *maidan*, through the exertions of Mr. James Wilson of the *Indian Daily News*, came on for hearing at the Criminal Sessions of the High Court on Saturday last, before the Hon'ble Mr. Justice Markby. One of the prisoners was convicted and sentenced to one year's rigorous imprisonment. The other was acquitted. The Hon'ble Judge, in dismissing the Jurors, said that the public were greatly indebted to Mr. Wilson for taking so much trouble in bringing this case before the public and he thanked him accordingly. The Foreman of the Jury said—"My Lord, the Jury beg to concur in the expression of thanks to Mr. Wilson."—*Indian Mirror*.

SIMLA is pretty full of Native Chiefs just now. The following were present at the "At Home" at Peterhoff on Wednesday evening to meet the Cabul Envoy:—His Highnesses the Maharajah of Puttiala, Rajah of Nabha, Syed Noor Mahomed Shah, Rajah of Keonthal, Ratah of Nalagurh, Isree Singh, heir of ditto; Rajah of Nattore, Sirdar Sura Singh, and Moonhee Ramdeal of Nabha; Meer Eahomed Ali, Sirdar Gunda Singh, and Dewan Syed Imdad Ali of Puttiala Rana of Joobul, Thakoor af Mylog, Rana of Dhamee, Rana of Kothar, Dewan Euthra Doss, and Lala Bana Mall of Kvppoorthulla, and Shazadhah Sufdur Jung Bahadoor, who sat for some time on the throne of Candahar during the Cabal Campaign.

LENGTH OF TIGERS.—Colonel Beresford writes to a contemporary:—"I have measured many tigers, and though I should say that on an average 10 feet 6 inches for a male and 9 feet 8 inches for a female is about the mark, I do not agree with those who say that anything over 11 feet is a stretch of imagination if not of cuticle. I myself shot a tiger in 1862 whom I measured as he lay on the ground as 12 feet 4 inches, that skin was *never* stretched, the carcase was brought into cantonments and skinned by the man who cured it. As I say, it then measured 12 feet 4 inches, and that skin in England at this moment measures 11 feet 6. I also distinctly remember two other tigers whom I measured as they lay, of the respective lengths of 11 feet 2 inches and 11 feet 4 inches."

ADVENTURE WITH BEARS.—A rather curious incident which was very nearly turning out a lamentable accident, happened to the Revd Mr. Peterson, who resides at Vencatagherd. It would appear, that the reverend gentleman was riding along the road leading to Yairpett—in fact to the Tirupputty Railway station,—when at the tenth mile from the latter place (time 9 P.M.) he was startled by seeing two or more bears issue from the jungle to the west or the right-hand side. He at first thought they were merely passing over to some cultivated land to the east; but no, they absolutely turned towards him with a hideous grin and howl, which action on the part of Mr. and Mrs. Bruin left the reverend gentleman the only alternative of trying the mettle of his steed. This he of course soon did, and then began a "race for dear life," which, I learn, was continued until the lights in the village of Yairpett appeared.—*Madras Times*.

EXPERIENCE OF A TRAVELLER BY THE INDUS STEAM FLOTILLA.—I went on board at 8 A.M. on the day of starting (the 23rd), breakfast was served shortly after, but I was not asked, and it was ditto at the tiffin time. I sent one of my men ashore for two fowls, but found that he would not be allowed to cook them; after some persuasion I got the ship's cook to perform the required operation, on the following conditions, viz., paying for mussalla, 4 annas, ghee 4 annas, washing dishes 2 annas, cooking 8 annas, total one rupee two annas for cooking a fowl, that cost 4 annas, and as I was all day without anything to eat I was obliged to comply. I thought this bad, but it was worse next day, for he wanted the money in advance. I stated the case to the captain who made him cook the fowl for nothing and gave his butler orders to mess me during the remainder of the passage and the food he supplied me would have suited a vegetarian with a small appetite better than it did me.—*Indian Public Opinion*.

VERY LIKE A WHALE.—We have just heard a marvellous story, but as our hero is a whale, we had perhaps better disarm the scoffer by vouching for its literal truth. A few days back it was reported that the marine portion of the Indo-European telegraph line had failed between Kurrachee and Gwadur. The flaw was detected. A burly cetacean had taken a couple of turns round the cable with his tail and had become so entangled as to fall an easy prey to the sharks, to whom he had furnished a royal feast. The whale's motives for the escapade are beyond conjecture. But the speed and precision with which the accident was both detected and repaired are as striking in their way as the fish's performance. The interruption was officially announced on the 3rd instant. By the 6th, the Amberwitch, at the moment engaged on other duty, had been proceeded for and proceeded to sea, discovered the fault about 118 miles from Kurrachee (within a quarter of mile of the position pre-indicated by tests), and repaired it effectually; all in the midst of boisterous weather. After this the whale is but a Brummagem hero.—*Pioneer*.

THE unfortunate Barrack Master of Mooltan has been under suspension for the last five months, and yet up to date no orders have been received regarding him, though his offence is not after all very serious—I believe being deficient of some six or seven old tattie frames—not the tatties themselves, only the bamboo frames of the tatties. There are, I understand, a few other minor things missing, just as there is, was, and will be is every large miscellaneous godown in India, and if I am not greatly mistaken a Barrack Master's godown is about the most *miscellaneous* collection in India, and one which it is very difficult to keep in apple-pie order. Had he been a commissioned officer, the matter would have been adjusted long since, but as he is only a non-commissioned officer, he will probably be kept some four or five months longer under suspension and then be remanded to military duty. This is a specimen of Public Works departmental administration so highly suggestive of that "masterly inactivity" rampant in India a few short years ago. This unfortunate non-commissioned officer and family are thus kept vegetating on a miserable pittance of one-fourth his salary, about Rs. 30 per month, a sum wholly inadequate to support a pauper family now-a-days in this country.—*Pioneer*.

CANDIDATES FOR EXAMINATION BEFORE THE FINANCE COMMITTEE.

WE understand that our worthy Collector, James Erskine Oliphant, Esquire, has handed up to Government the names of two individuals to proceed to England to give evidence before the Finance Committee now sitting, viz., Rao Bahadoor Mahadew Govind Ranade, the First Class Subordinate Judge of Poona, and Mr. Gunnesh Wassewdew, a pleader of the Poona Court, and founder of the "Sharvajanik Sabha." We hear that several other native gentlemen of this city have expressed their wish to Government to proceed to England to appear before the Finance Committee. Amongst them are Mr. Mahadew Moreshwer Coontay, Head Master, High School; Rao Bahadoor Sunkur Pandoorung, Deputy Collector of Khandeish; Rao Bahadoor Sadasew Bullall Gownday, Sub-Assistant Enam Commissioner; and Mr. Narrain Jugganath Bhut, Government prosecutor of the Poona Judge's Court; all of whom are by caste, Brahmins, and should they proceed to England, they will on their return have to perform certain religious ceremonies before they are readmitted into the caste; the expense of which will have to be incurred out of their own private purses.—*Poona Observer*.

MURDER BY WITCHCRAFT.

HIGH COURT, NORTH-WESTERN PROVINCES.
Criminal Side.
(BEFORE MR. JUSTICE JARDINE.)
Regina vs. *Nathunal Shah*.

In this case—a criminal appeal—the facts were somewhat remarkable as bearing on the prevalence of witchcraft in this country. They were set out at length in the judgment of the Committing Magistrate, but concisely stated in the judgment of the Sessions Judge as follows:—On the night of the 24th March the child (a boy nearly two years old) of Khooda Bux, was found missing. In the morning he was found dead on the edge of a pond just outside the village. On the neck were two stabs, apparently inflicted with a sharp knife, and there were six or eight punctures on different parts of the body, as if inflicted with a needle. The Sub-Inspector suspected that the death had been caused in connection with witchcraft, and he ascertained and found out that a faqeer resided in the village, who had the reputation of being a wizard. On being questioned, the faqeer admitted that the child had been murdered in his presence by one Bhoodun Chumar, with a view of causing Mussamut Munnoo (wife of Allea) to bear healthy progeny, she having lost three children at very early ages. On further inquiry the Sub-Inspector was informed that Munnoo was seen going in the direction of the faqeer's house on the night the child was missing with something in her arms; also that the father of the child, Bhoodun, was not in the village on the night in question. The Sub-Inspector therefore sent up the case, charging the faqeer with murder.

On the 2nd April the faqeer confessed in great detail before the Joint Magistrate, Mr. Burkett, to having been called by Allea to his house, and to Bhoodun Chumar having run a needle into the child's liver and a knife into its throat, and to having an image anointed with the child's blood. The prisoner, however, denied this afterwards, and stated that he had been tortured into a confession by the police. The medical evidence shows that the child died of the wounds inflicted, and also that the prisoner could not have been tortured as he states he was. Two witnesses depose to having seen Mussamut Munnoo on the night in question going in the direction of Khooda Bux's house with something in her arms, and one witness deposes to having seen Allea (husband of Munnoo) and the faqueer going in the direction of Khooda Bux's house.

On these facts, the prisoner was committed to take his trial for murder under section 302 of the Indian Penal Code. The simple question for the Judge to try was whether the confession of the faqeer was willingly given, or exorted from him. Upon this issue he found that there was nothing to show that the case had been "got up" in any way by the police, and that the investigation was perfectly honest and *bona fide*. He agreed with the assessors in finding the prisoner guilty, but, under the circumstances, refrained from passing a capital sentence, but sentenced the prisoner to transportation for life. His Lordship upheld the conviction and passed the following

ORDER.

The prisoner's confession, though not in terms a confession of murder, appears to me to be inconsistent with innocence, and to lead to the conclusion that he must at least have actively abetted the murder if he did not himself commit it with his own hand. The conviction need not be altered into an alternative conviction of murder or abetment of murder, because under sections 114 the prisoner's presence at the murder transforms the offence into murder itself. The conviction and sentence are upheld.—*Pioneer*.

THE MAURITIUS SUGAR MARVEL.

THE new crop may be said to have commenced, but the manipulation of canes is confined to those which were left over from last season, and when these shall have been passed, it is likely there will be a short interval before the virgin canes and rattoons will be cut. Some few parcels of sugar have arrived in town but in too small quantities to give rise to transactions of any importance. The weather has been seasonable, but the disease in the cane plants we refered to last month, has extended its ravages, and although planters believe it will soon disappear, yet it is felt that it will assuredly affect adversely the total yield of sugar this year, which now, it is estimated, will not exceed 130,000 tons. It is perhaps too soon to speak in a positive manner upon this matter; but we believe the anticipations we record can be relied upon, seeing that the yield up to the present moment has entirely satisfied the planters, who have begun making sugar.—*Mauritius Commercial Gazette*, June 26.

SIR BARTLE FRERE AT THE ROYAL GEOGRAPHICAL SOCIETY.

SIR BARTLE FRERE, the newly elected President of the Royal Geographical Society, took the chair at a meeting of the Society on Monday night. Sir Bartle deferred for a fortnight giving any account of his recent journey and its effects, but said he would say a few words relating to Dr. Livingstone. So far as he knew, there was no foundation for the reports which had appeared in some of the foreign papers as to the ill health and ill success of Lieutenant Cameron's party. He read a letter from Dr. Kirk just received, in which the doctor states that the party were in good health so far as he knew. A letter had also been received from the eastern expedition reporting that it was getting on favourably. With regard to Dr. Livingstone himself, Sir Bartle Frere said that wherever he and his colleagues had travelled on towards Africa, and in Africa, they had been looked upon as persons coming to carry out Dr. Livingstone's views, to coming to carry out Dr. Livingstone's views, to put down slavery, for he was looked upon as the friend of the negro. His name was everywhere uttered with the greatest respect. Even those men who looked upon him as their enemy, because they feared he was destroying their trade, spoke of him with reverence. Sir Bartle Frere then announced that the Queen had been graciously pleased to approve, on the recommendation of Mr. Gladstone, of the grant of a pension of £300 per annum on the Civil List to Dr. Livingstone, in recognition of the value of his researches in Central Africa, and that during Dr. Livingstone's absence, this pension will be paid to two trustees, Mr. John Murray and Mr. James Young. This announcement was loudly cheered. Sir Bartle Frere said he was glad to see before him Mr. James Young, who had been such an old and true friend to Dr. Livingstone, and he asked Mr. Young to take charge of the gold medal which the King of Italy had entrusted to him for the doctor. Mr. James Young then came forward and received the gold medal amid loud cheers, which were redoubled when Miss Livingstone was recognized seated next to the place just vacated by her father's friends.—*Pall Mall Budget*, June 27.

ALLITERATION.

SIR,—I here will send three "beautiful" lines of alliteration which "Prosody," in your issue of the 12th instant, wants:—

A n Austrian army, awfully arrayed,
B oldly by battery besieged Belgrade;
C ossack commanders cannonading come,
D ealing destruction's devastating doom;
E very endeavour engineers essay
F or fame, for fortune, forming furious fray.
G aunt gunners grapple, giving gashes good;
H eaves high his head heroic hardihood;
I braham, Islam, Ismael, imps in ill,
J ostle John, Jarovitz, Jim, Joe, Jack, Jill;
K ick kindling Kutusoff, kings kinsmen kill,
L abour low levels loftiest, longest lines;
M en march mid moles, mid mounds, mid murd'rous mines.
N ow nightfall's near, now needful Nature nods,
O pposed, opposing, overcoming odds,
P oor peasants partly purchased, partly pressed,
Q uite quaking "Quarter! quarter!" quickly quest.
R eason returns, recalls redundant rage,
S aves sinking soldier, softens signiors' sage.
T rince Turkey, truce! truce, treach'rous Tartar train!
U nwise, unjust unmerciful Ukraine,
V anish, vile vengeance! vanish, victory vain!
W isdom wails war,—wails warring words, what where
X erxes, Xantippe, Ximens, Xavier?
Y et Yussey's youth, ye yield your youthful yest.
Z ealously, Zanies, zealously, zeal's zest.

—*Pioneer*. A. J. N.

LOSS OF THE AMERICAN SHIP TENNYSON, CALCUTTA TO BOSTON.

THE following is the statement of the First Officer of the lost ship:

THE "WARREN HASTINGS" AT SEA, Tuesday,
4th March 1873.

Latitude 28-22 S., Long. 49-30 East.

Deposition of William A. Nayse, aged 35 years, American, second officer of the American ship Tennyson, of 1246 71/100 tons register, of Newbury port, Edward Grave, master (owners Capt. and brothers).

Deponent says that the ship left Calcutta, Sandheads, on the the 16th of January last, with 21 souls all told and one passenger, Capt. Cavey (or Covey) of H. M.'s 17th Lancers, bound to Boston with a general cargo, consigned to the American firm of Wills Edmunds & Co.

Light winds until off and to the southward of Mauritius. Nothing of importance occurred during the fine weather. On the morning of Saturday, the 22nd February last, the wind increased from the eastward with heavy showers. At 6-30 P.M., in stowing the upper fore topsail, I was thrown from the topsail yard by the sail into the sea, and in the act of falling I became entangled in the port fore topsail reef tackle, and was towed by the ship for some time, she going through the water at the rate of 12 knots, and was eventually exhausted and rescued from my perilous position by the men on deck. I was much exhausted when taken to my cabin, where I remained until I was floated and washed out of my berth by the working and rolling of the ship in the high sea that was running at the time. Getting on deck from my cabin, I found the ship with her lee rail under water, the ship at this time on the starboard tack. I recollect going to the after-cabin. I saw the captain, passenger, steward, stewardess, and one sick man who had been brought from forward. Being exhausted, I asked for a glass of water; the captain had barely time to give it to me, when the ship gave a heavy roll to leeward. The captain then rushed on deck at the very moment when the side of the cabin was burst in by a heavy sea, and I called out for those in the cabin to save themselves as the ship was going over. They rushed for the after-companion way, which being overflooded, it was impossible for them to get out. I happened to think of the sky-light, and broke through one of the windows and crept out, dragging somebody with me. A sea then caught me and washed me away and back against the wheel-house, where I caught a rope and dragged myself to windward just as the ship rolled over on her beam ends. I then crawled to the starboard weather bumpkin, where I met the captain, who ordered the mizen mast to be cut away, which was immediately done. The next order given by the Captain was also to cut away the main mast at about midnight, but before it was possible to carry out the latter order, the ship settled and went down by the head, and at the same time I heard a loud explosion which I supposed to be the bursting of the poop deck, part of which deck I managed to swim to. I further recollect finding myself on a part of the said deck, and hearing somebody shouting. I called for the Captain, when one of the boys (Clarence) answered instead, and who also swam to the wreck, and about two minutes after Davis swam to us. We happened to find a bale of jute jammed between the planks of the wreck. Next morning, being Sunday, nothing of the wreck was seen, except two water casks. We cut the bale of jute and lashed some boards, and finding two chests in the course of the day, we also lashed those. The weather continued unsettled with rain for three days, and on the third day we managed to catch a small sea bird, which we ate, and we continued to float about, without food or water, and wet through to the skin, for eight days, until we were picked up by the Warren Hastings, bound to London, W. G. Pearne, master, on the 2nd March, instant.

I certify that the above deposition is true and correct as far as it is in my power to remember.

(Signed) WILLIAM A. NAYSE,
Second Officer of the ship Tennyson.

FRENCH MEDICINES,
PREPARED BY
GRIMAULT & CO.,
PHARMACEUTICAL CHEMISTS,
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OF all the MEDICINES offered to the PUBLIC for many years past, none have met with such favourable reception, or been so generally approved by the Medical Profession, as those prepared by Messrs. Grimault and Co.

The model laboratories of this firm, situated at Neuilly-sur-Seine, and managed by Dr. Leconte, Professor in the Faculty of Medicine, ex-Pharmacist of the Hospitals of Paris, and formerly Assistant to Dr. Claude Bernard, Professor of Physiology at the College of France, offer guarantees to be found in no other establishment.

Among these preparations we may especially mention—

LERAS'
LIQUID-PHOSPHATE-OF-IRON.

It contains the constitutive elements of the bones and of the blood, and is the most rational of all chalybeates. It may be prescribed for the most delicate young females whose development has been retarded; for women suffering from stomach complaints, anœmia; for pale and sickly children deprived of appetite; and as its principal action lies in restores the impoverished blood the iron in which it is deficient, and to the bones the phosphate that forms their base, it is recommended for debilitated persons whether their debility proceeds from disease or from any other cause. Its use is always attended with surprising results.

GRIMAULT AND CO.'S
SYRUP-OF-HYPOPHOSPHATE-OF-LIME.

An excellent remedy for all affections of the chest; it relieves coughs, effectually prevents nocturnal perspiration, and restores the patient's strength. This syrup is the only one which, ever since 1857, has invariably been attended with satisfactory results—a fact due to the purity of the hypophosphite employed. Be sure to observe that it bears the signature Grimault and Co.

The effect of the Syrup of Hypophosphite of Lime is increased by the Pectoral Lozenges of Lactucarium and Cherry Laurel, prepared by Grimault & Co.

This delicious Comfit, containing the most soothing substances of all the Mater